

WINE AND SPIRIT MERCHANT
CHAZALON & CO.
MAKERS AND FRENCH PRESERVES IMPORTERS
6, QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1845

St. GEORGE'S BUILDING
DISS BROS.
Tailors.

No. 13,468

號十三月五年六零百九千一英

HONGKONG, WEDNESDAY, MAY 30, 1906.

日八初月四閏年午丙

PRICE, \$8.00 Per Month

GERMAN BEER.

Large Stock on Hand of
AUGUSTINER BRAU
AND THE CELEBRATED
KULMBACHER BEER.
Per Case of 6 doz. ptes. \$18.00.
Per Case of 4 doz. qts. \$18.00.
MAGEWEN, FRICKEL & CO.,
1816 3, DUNDRELL STREET.

Intimations.

NOTICE.

TO OUR
PEAK SUBSCRIBERS.

ON and after JUNE 1st, we shall deliver the 'CHINA MAIL' to our Peak Subscribers at their residences, including MAGAZINE GAP. Subscribers are requested to notify us promptly of any irregularity that may occur when the change is announced.

Hongkong, May 29, 1906.

LOST.

DIAMOND BROOCH. Bird on tree-branch.
Reward if returned to
DR WHITE,
American Consulate.
Hongkong, May 29, 1906. 1101

GIVE ME YOUR ADDRESS.

I can tell you, free of charge, how to make a fortune; send a Postcard to
MR GUYOT-GENTIS, 39 RUE FAUBOURG,
St. Martin, Paris, FRANCE.
Hongkong, May 9, 1906. 977

ALLIANCE INSURANCE COMPANY

F. BERLIN.
I have been appointed
agent for the above Company to
accept Risks against Fire at
rates.
SIEMSEN & CO.
Hongkong, May 29, 1906. 1094

'THE CITOPHONE.'

A HOUSE TELEPHONE.
CAN be fitted to existing Electric Bells.
No Extra fittings needed. As clear
and distinct as an ordinary telephone.
Best Telephone for PRIVATE HOUSES,
HOTELS, BOARDING HOUSES, OFFICES, HOS-
PITALS, etc., etc. Price very Moderate.
Can be inspected at the Office of the
Sole Agents:
LUTIGENS, EINSMANN & CO.,
No. 2, PEDDER STREET.
Hongkong, February 5, 1906. 1380

DOCTOR WANTED.

TO act as SURGEON on an Emigrant
Steamer.
For particulars, apply to
G. DE CHATELLEUX,
Agent Messageries Maritimes Co.
Hongkong, May 8, 1906. 950

SITUATION WANTED.

**YOUNG EXPERIENCED ACCOUNT-
TANT** with good knowledge of
Shipping, Insurance and Typewriting,
wants position.
Apply to
Care of 'CHINA MAIL' Office,
Hongkong, May 2, 1906. 913

THE POPULAR SCOTCH

'BLACK AND WHITE.'



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H.M. THE KING
AND
**H.R.H. THE PRINCE
OF WALES.**
Supplied to all the Leading Clubs and
Hotels, and to be obtained from All the
Principal Stores.

Business Notices.

W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain W. A. Valentine.
s.s. FATSHAN, 2,260 tons, Captain R. D. Thomas.
s.s. HANKOW, 2,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,985 tons, Captain J. J. Leach.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 5.30 p.m.
(Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,988 tons, Captain O. F. Morrison, A.M.S.
Departures from Hongkong to Macao on week days at 2 p.m., on Sundays at Noon,
except when otherwise notified by Express.
Note:—During the Summer Months the time of leaving fluctuates to suit the tide
at Macao. See Special Summer Timetable.
Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE LINDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain J. Wilcox.
s.s. NANNING, 569 tons, Captain C. Hatchard.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

PELHAM HOUSE

PRIVATE HOTEL, CENTRALLY SITUATED.
THREE MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE.
29, WYNDHAM STREET.

N. LAZARUS, OPTICIAN,
SIGHT TESTED FREE. LENSES GRIND.
REPAIRS A SPECIALTY.
No. 5, PEDDER STREET.
(UNDER HONGKONG HOTEL).
1797

HARRIS-KEENEY CO.

MANUFACTURERS OF HIGH-GRADE FIBRE, RATTAN AND HARDWOOD
FURNITURE AND NOVELTIES.
NO BAMBOO FRAMES IN OUR CHAIRS.
SOME NOVELTIES IN LEATHER GUILD WORK AND BURNED LEATHER PILLOWS, ETC.,
JUST ARRIVED.
Showrooms—No. 2, Pedder St; Factory—1 to 13, Shaukiwan Rd.
3211

CANADA ACCIDENT ASSURANCE COMPANY.

HEAD OFFICE: MONTREAL.
THIS Company issues the most Liberal and Clear policy ever offered in 'East'.
DOUBLE BENEFITS FOR TRAVEL ACCIDENTS, FEVER, TYPHOID and
SMALL-POX Covered. Policies written HERE, in any Currency.
HONGKONG OFFICE: 14, DES VŒUX ROAD CENTRAL.
GRANT & LESLIE, General Agents for China.
GEO. GRIMBLE, Manager, Hongkong.
Hongkong, April 21, 1906. 693

OLD MANCHESTER GRAMMAR

SCHOOL BOYS are invited to com-
municate with the Undersigned, who will
be pleased to give particulars of the above.
O. H. BLASON,
o/o BUTTERFIELD & SWIRE.
Hongkong, May 24, 1906. 1069

CAMPBELL, MOORE & CO., LIMITED.

JUST RECEIVED NEW
POWDER,
PERFUMERIES, SOAPS,
HAIR FRAMES,
HAIR PINS,
&c., &c., &c.

CARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND
SHIPBUILDERS.
SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.
TELEGRAMS: 'CARMICHAEL,' HONGKONG.
A. B. C. Code, 4th Edition.
Vulcan's Standard Code.
TELEPHONE, 238. 668

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.
EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.
FOR TERMS, APPLY TO THE MANAGER. 904

LEE WING & CO.

29 & 29, LEE YUEN STREET (WEST)
HONGKONG.
DEALERS IN
All Sorts of COPPER, BRASS, STEEL,
IRON WARE, &c.
STEEL GIRDERS AND TEES,
CORRUGATED IRON, PIG IRON, &c.,
Suitable for
SHIPS, ENGINEERS AND HOUSE BUILDERS.
1257

WILLIAM MACLEOD, D.D.S.

ENGLISH DENTIST.
1, CAMERON ROAD, KOWLOON,
1st Floor, Kowloon Dispensary.
1299

Business Notices.

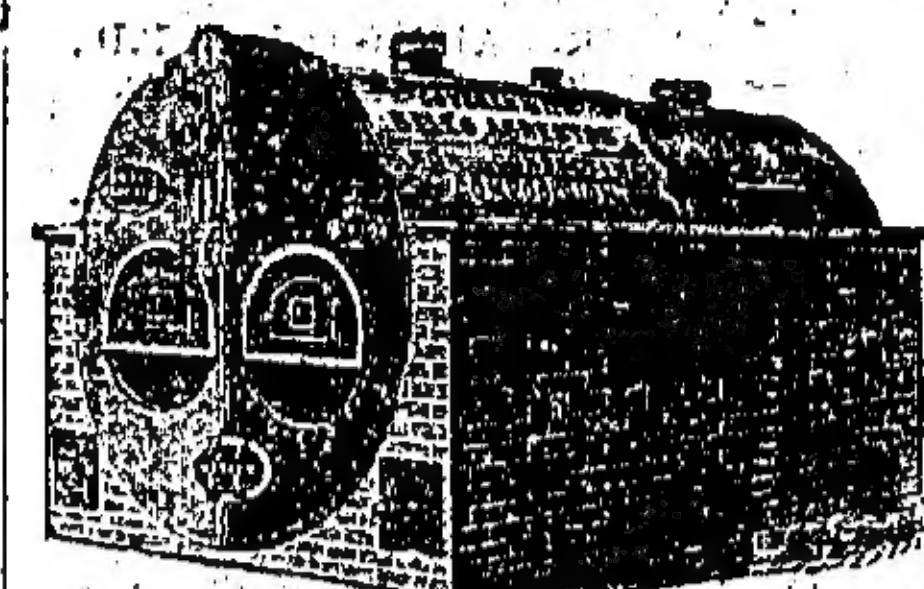
BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS. NON-CONDUCTING COMPOSITION.



ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VŒUX ROAD.

LANE, CRAWFORD & Co.

NEW CONSIGNMENT OF

WATERPROOFS.

'ANDERSON'S REGULATION IN
BLACK and KHAKI

'FEATHERWEIGHT' COATS

THE LIGHTEST MADE.

MILITARY CAPES,
RIDING COATS, UMBRELLAS.

LANE, CRAWFORD & CO.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
H. HAYNES, Manager. 2197

STAG HOTEL.

143, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to THE MANAGER. 1985

CHAMPAGNES

FROM
CHARLES HEIDSIECK.

PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN. 460

Hongkong, March 2, 1906.

THE OLIVER TYPEWRITER.

VISIBILITY.
SIMPLICITY.
DURABILITY.

UNRIVALLED FOR DUPLICATING.
WRITING IN SIGHT.

GRANT & LESLIE, GENERAL AGENTS FOR HONGKONG & SOUTH CHINA.
HONGKONG, April 21, 1906. 693

POSTCARD COMPETITION.

TO all Purchasers at our Establishment of \$1.00 and upwards between JUNE 1st
and JUNE 25th, will be given a COUPON entitling them to enter the following
Competition.—The largest number of English words that can be made from 'MARIE
BRIZARD'.
1st PRIZE: 1 Case Pts. PERINET & FILS CHAMPAGNE.....\$50.00
2nd " 1 Case " ROYAL OLD HIGHLAND WHISKY.....\$24.00
3rd " 1 Case " MACINTOSH WHISKY.....\$10.00
AND 10 CONSOLATION PRIZES.
In the event of ties to be drawn for. All replies to be sent on POST CARDS
ONLY. Prizes will be distributed the 30th June, when all cards may be inspected at
our Office.

GREGOR & CO.

WINE AND SPIRIT MERCHANTS.
19, QUEEN'S ROAD CENTRAL.
CASH—LESS 10%. CREDIT—LESS 5%. 901

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory

Shewan, Tomes & Co.,

GENERAL MANAGERS. 268

FAIRALL & CO.

ARE SHOWING

NEW SUMMER COSTUMES
AND MATERIALS

IN LINEN, MUSLIN AND CAMBRIC, ETC.

NEWEST STYLES IN
TRIMMED HATS
NEW FLOWERS AND LACES.

HOTEL BALTIMORE LATE HOTEL AMERICA

2, WYNDHAM STREET.
A FIRST CLASS HOTEL under European Management. NICELY FURNISHED,
AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS.
EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
TERMS REASONABLE. Apply to THE MANAGER. 1182

DISINFECTANTS! DISINFECTANTS!

NOW IS THE TIME TO USE THEM.

NESTOR FLUID

CHEAP AND RELIABLE

In 1 Gallon and 5 Gallon Tins.

SOLE AGENTS:

VICTORIA DISPENSARY, REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS. 449

Hongkong, March 2, 1906.

LEE LOONG & CO.,

FURNITURE STORE,

No. 14, QUEEN'S ROAD CENTRAL

(NEXT DOOR TO H. PRICE & Co.)

A LL Kinds of FURNITURE, CARPETS, LANTERNS, BLACKWOOD, CROCKERY and GLASS.
WARE KITCHEN UTENSILS, etc., etc.
AT MODERATE PRICES. 179

W. BREWER & CO.

29 and 35, QUEEN'S ROAD.

NEW NOVELS BY ENGLISH MAIL.

That Preposterous Will, by L. G. Moberley	.....\$1.25
The Race of Life, by Guy Boothby	.....1.75
The Interpreters, by Byrdie	.....1.75
The School's Daughter, by B. Harrison	.....1.75
The Path of the Pioneer, by D. Wyllarde	.....1.75
Brownjohns, by M. Dearmer	.....1.75
The Lapse of Vivian Eady, by C. Marriott	.....1.75
Prince Charlie, by B. Delannoy	.....1.75
Pearl's Cyclopaedia	.....1.80
Phil Conway, by Gunter	......40
Hazell's Guide to the New House of Commons	......40
Jiu-Jitsu	......3

SCOTCH WHISKIES.

EXTRA SPECIAL FINEST LIQUEUR.....\$14.50.

V. O. S. (OLD MATURED).....\$14.50.

FERRINTOSH (GREAT AGE VERY FINE).....\$29.00.



Caldbeck, Macgregor & Co.,

WINE & SPIRIT MERCHANTS

16, QUEEN'S ROAD CENTRAL.

Intimations.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES,
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. are Agents to ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.ALL KINDS OF WORK DONE FOR AMATEURS.
8, QUEEN'S ROAD CENTRAL.

Intimations.

MITUS BISHI GOSHI KWAISHA
(MITSU BISHI CO.)COAL DEPARTMENT
MARUNOUCHI, TOKYO.

CABLE ADDRESS: IWASAKI

Which applies to all Branch Offices.
A1, ABO 5th Edition, Western Union
Codes used.

All Letters Addressed to:

MANAGER, MITSU BISHI CO.,

with name of place under.

BRANCH OFFICES:

NAGASAKI, MOI, KOBE, KANAGAWA,

SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GEARING & Co.

MANILA: Messrs. MACDONALD & Co.

SOLE PROPRIETORS of Takasago,

Cebu, Shimonoseki, and Kani-

Yamada Collieries and also Hojo Colliery,

which will shortly be ready to produce on a

large scale the best Buzen Coal.

The Head and Branch Offices and the

Agencies of the Company will receive any

order for Coal produced from the above

Collieries.

T. MATSUOKA, Manager, Hongkong,

No. 2, PEDDER STREET.

Hongkong, April 25, 1906.

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Intimations.

GOVERNMENT BILLS.

TENDERS FOR SPECIE, BRITISH

AND MEXICAN DOLLARS, current

in the Colony, in Exchange for Sterling

Bills drawn at 10 days' sight on the

London Commissioners of His Majesty's

Treasury, London, will be received by the

Chief Paymaster, Army Pay Department,

until 11 a.m. on the 1st June, 1906.

The Tenders to state the total amount

(in Pounds Sterling) and the amount for

which each Bill should be drawn, but no

Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in

Sealed Covers, addressed to the Chief

Paymaster, Army Pay Department, and

endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of

the tenders is reserved.

Copies of Forms of tender can be had on

application.

J. R. GALE, Captain, A.P.D.,

H.M. Treasury Chest Officer.

His Majesty's Treasury Office,

Fletcher Street,

Hongkong, May 29, 1906.

1087

ZETLAND LODGE.

No. 605, E.C.

A REGULAR MEETING OF ZETLAND

LODGE will be held at the FREE-

MASON'S HALL, on FRIDAY, the 1st

June, at 8.30 P.M. precisely.

Visiting Brethren are cordially invited to

attend.

Hongkong, May 29, 1906.

1079

'JANUS'

LIFE & ANNUITY INSURANCE CO.,

HAMBURG.

ESTABLISHED 1848.

ASSETS PER 31st DECEMBER, 1904.

Mks. 53,400,000—equal to £2,600,000.

THE UNDERSIGNED, having been

appointed GENERAL AGENTS of the

above Company for Hongkong and

China, are prepared to accept LIFE AND

ANNUITY INSURANCES, as well as to

issue ACCIDENT POLICIES at the most

liberal terms ever offered in the East.

SIEMSEN & CO.

18

TUNG CHEUNG & CO.,

COAL MERCHANTS.

AGENTS TO TATSUMI SHOKWAI

OF MOI, COAL EXPORTERS.

SOLE AGENTS FOR KUROBARA COAL.

Have always a Large Stock of Best

AUSTRALIAN and JAPANESE COAL

and undertake to bunker steamers at the

shortest notice.

Office No. 151, DES VOEURS ROAD CENTRAL.

Tel. Add. 'YUENGMUI', Hongkong;

Telephone No. 416.

Hongkong, March 9, 1906.

505

'REFORM IN CHINA.'

BEING a letter addressed to Rear-

Admiral Lord CHARLES BEZARDON,

O.B. M.P. And an article in reply to

CHINA: 'THE SLEEP AND

'AWAKENING.'

To be had in pamphlet form at the

'CHINA MAIL' Office, 5, Wyndham Street.

Price One Dollar.

THE BACK DOOR.

A SKETCH OF WHAT MIGHT

HAPPEN.

Reprinted from the 'CHINA MAIL.'

To be had at the 'CHINA MAIL' Office,

5, Wyndham Street.

Price \$1.00.

INSURANCES.

NORTH BRITISH AND MERCANTILE

INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1904

£17,161,293.

I—Authorized Capital £3,000,000

Subscribed Capital £2,750,000

Paid-up Capital £2,750,000

II—Fire Fund £3,000,000

III—Life & Annuity Funds £3,472,532 7 0

Revenue Fire Branch..... £17,161,293 10 9

Life & Annuity Branch..... £3,000,000

Branches..... £3,472,532 7 0

£3,685,825 7 0

The Accumulated Funds of the Fire and

Life Departments are free from liability in

respect of each other.

SHEWAN, TOMES & CO.,

Agents.

FIREMAN'S FUND INSURANCE CO.

OF

SAN FRANCISCO, CALIFORNIA.

STATEMENT OF 31st DECEMBER, 1905.

ASSETS, GOLD..... \$7,232,552.19

Net Surplus, GOLD..... \$2,718,144.69

Income, GOLD..... \$4,179,784.92

FIRE BRANCH.

THE UNDERSIGNED, having been appointed

AGENTS for the above Company, are

prepared to accept Fire Risks at Current

Rates.

SHEWAN, TOMES & CO.

Hongkong, April 3, 1906.

552

THE WESTERN ASSURANCE COM-

PANY OF TORONTO AND

LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE UNDERSIGNED, having been appointed

AGENTS for the above Company, are

prepared to accept Risks at Current Rates.

ALEX. ROSS & CO.

1413

Intimations.

IF YOU CARE

For a good beverage get one whose effects are
pleasant, one which is wholesome and one
which has quality as well as flavour, getRainier
BEER

Delightfully refreshing, thoroughly satisfying.

You'll like it.

M. J. CONNELL,

7, BEACONSFIELD ARCADE,

DISTRIBUTING AGENT.

1376

N. & C.
RAINCOATSINVALUABLE AT ALL TIMES. WET OR FINE.
RAINPROOF, YET POROUS!!

COTTAM & CO., LD.,

TAILORS AND OUTFITTERS.

YORK BUILDINGS AND PEDDERS STREET.

MIYAKO HOTEL,

KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

3181

To Let.

TO BE LET OR SOLD.

WITH IMMEDIATE POSSESSION—IN

WACHIAI ROAD.

GODOWN, built of brick with tiled roof,

just thoroughly repaired—about 4000

sq. ft. space, concrete flooring—Suitable

for Storage of any kind of merchandise.

Apply to

Care of 'CHINA MAIL' Office.

Hongkong, May 29, 1906.

1163

TO LET.

'BELLEVUE' 6 ROOMED HOUSE,

Unfurnished with immediate pos-

session.

Apply to

PERCY SMITH & BETH,

5, Queen's Road Central.

Hongkong, May 29, 1906.

834

TO LET.

NO. 15, KNITSFORD TERRACE,

KOWLOON.

Apply to

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

927

TO LET.

WITH IMMEDIATE POSSESSION

the 'Forest Lodge', Caine Road.

Apply to

H. N. MODY.

922

TO LET.

NO. 7, MOSQUE TERRACE.

Apply to

No. 1, MOSQUE TERRACE

Hongkong, May 4, 1906.

949

TO LET.

TWO GODOWNS AT EAST POINT.

Close to the Water, suitable for the

Storage of any Cargo.

Floor Area 1,100 square feet each.

Apply to

JARDINE, MATHESON & CO.

926

TO LET.

THE ACACIAS and 'THE GROVE',

having 26 ROOMS, with TENNIS

COURT and detached Out-houses and

Kitchen, situated in Robinson Road,

Kowloon.

Well ventilated, with Electric Light and

Baths completely installed.

Suitable for a first class Hotel.

Apply to

E. M. HAZELAND,

35, Queen's Road Central;

or

WING ON, CONTRACTOR,

34, d'Almeida Street.

Hongkong, April 20, 1906.

933

TO LET.

HAYDON: THE PEAK.

IMMEDIATE POSSESSION.

Apply to

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, March 17, 1906.

914

TO LET.

ONE OFFICE ROOM on Second Floor,

PAINE'S BUILDINGS.

Apply to

REUTER, BROKELMANN & CO.

Hongkong, May 26, 1906.

1183

TO LET.

THREE LARGE UNFURNISHED

ROOMS, 6 Room Terrace. Bath-

rooms, Cook-house and Servants' Quarters.

Rent \$40. per month.

Apply to

5, RIPPON TERRACE.

Hongkong, May 26, 1906.

1086

TO LET.

10

DRINK - - -

THE ONLY GENUINE

'TANSAN'

WHICH BEARS THE NAME OF
J. CLIFFORD-WILKINSON.
BEWARE OF SPURIOUS
IMITATIONS
which are unpalatable and sometimes
dangerous.

Per Case of 48 Pints \$8.50
Per Dozen Pints \$1.70
Per Case of 100 Splits \$3.00
Per Dozen Splits \$1.10

TANSAN

GINGER ALE.

Experts Testify That
TANSAN MAKES THE MOST
WHOLESALE AND
PALATABLE

GINGER ALE

IN THE WORLD

Per Case of 48 Pints \$7.75
Per Dozen Pints 1.55
Per Case of 100 Splits 6.25
Per Dozen Splits 1.20

SAMPLES ON APPLICATION.

SOLE AGENTS:
H. PRICE & CO.,
Wine and Spirit Merchants,
12, QUEEN'S ROAD CENTRAL.

IF YOU WANT AN
ARTISTIC HOME
HAVE ALL YOUR

CURTAINS,

DRAPERIES

and
LOOSE COVERS

MADE BY
WM. POWELL, LTD.

UP-TO-DATE

FURNISHERS

AND

UPHOLSTERERS

ALEXANDRA

BUILDINGS.

WORKMANSHIP, STYLE AND

FIT GUARANTEED.

FURNISHING

DEPARTMENT

FIRST FLOOR.

INQUIRIES INVITED.

The SAVOY,

LIMITED.
QUEEN'S ROAD.

DRESSMAKING.

TRIMMED HATS

15 per cent off.

PARASOLS

25 per cent.

ALL PRICES

Marked in Plain Figures.

THE SAVOY, Ltd.

TO SMOKERS.

It is a well-known fact, admitted by the
EGYPTIAN CIGARETTE MANU-
FACTURERS themselves, that Cigarettes
imported from Egypt are made from
TURKISH TOBACCO, which is subject
to a heavy Import Duty in Egypt. Hong-
kong being a Free Port tobacco can be
imported free of duty.

Two Good Reasons why it is advan-
tageous to Smoke
Cigarettes.

1.—Cheaper of my Cigarettes compared
to imported cigarettes, owing to tobacco
being admitted duty-free into Hongkong,
and that you are buying direct from the
Manufacturer, doing away with middlemen's
profits.

2.—Freshness of my Cigarettes, as they
are made daily for each day's consumption,
which makes it impossible to have an old
stock of Cigarettes, as is very likely with
imported Cigarettes.

The following is a list of my Cigarettes
made from the Best Turkish Tobacco at
40% to 60% cheaper than imported
cigarettes of equal quality.

NAME.	SIZE	ACCORD TO SIZES	PRICE PER 100
Great Britain.....large	60	60 & 100	\$4.50
Venus.....large	60	60 & 100	3.00
Hongkong Club (cork tipped), large	60 & 100		3.00
Admiral.....medium	100		2.20
Princess.....gold tipped (ladies), small	100		2.00
Flor de Oriente, with tubes (ladies).....small	100		2.00
Military (gold tipped).....medium	100		2.00
Germania.....medium	100		1.50
Paris.....small	100		1.50
The Peak Tram- way.....medium	100		1.50
Emperor of China (gold tipped).....medium	100		1.20
Exquisite.....medium	100		1.00

We also make cheap cigarettes of second-
grade Turkish Tobacco at \$4.00 per 1000.
—Minimum Quantity sold—1,000
To Messrs, Clubs, Hotels and all large
Buyers, Special Terms are allowed.

T. E. P. SPYROPULOS,

9 Beaconsfield Arcade,

(OPPOSITE THEATRE ROYAL)

314

PARIS TOILET CO.

13, QUEEN'S ROAD CENTRAL,
Under Connaught House.

JUST RECEIVED

ANTISEPTIC BLOC.

NO more PIMPLES or IRRITATION
after SHAVING, this preparation will be
found very useful for Gentlemen who
shave themselves.

SUBSCRIPTION FOR SHAVING, etc.,
TAKEN BY THE MONTH.

ALL KINDS OF
HAIR WORK DONE.

Hongkong, April 25, 1906, 451



ESTABLISHED A.D. 1841

A. S. WATSON & Co., Ltd.

WINE & SPIRIT MERCHANTS.

ALEXANDRA

BUILDINGS

SCOTCH WHISKY.

Great Reduction

IN
PRICES.

From this date the Prices of our Popular

Brands of SCOTCH WHISKIES will be
as under:—

Per Case of 1 Doz

A.—Thorne's Blend ... \$11.00

B.—Glenorchy, a fine

'Soda' Whisky ... 11.40

C.—Aberlour-Glenlivet

(a fine peaty flavoured

Whisky) ... 12.50

D.—H.K.D. Blend of

the Finest Old Malt

Scotch Whiskies ... 14.00

E BLEND

The Popular Whisky

in the Far East ... 15.00

The above prices are strictly net. This

discount of FIVE PER CENT previously

allowed on our Whiskies ceases from this

date.

A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS

Hongkong, May 17, 1906.

BIRTH.
Wang—The wife of F. A. Wang, of
Hongkong, at Hamburg, of a Daughter.
(By telegram).

TIEMOS FOR TO-MORROW.

9 p.m.—Auction of Household Furni-
ture, &c., at Mr F. Kline's Sales
Rooms.

General Memoranda.

FRIDAY, June 1:—

9 a.m.—Meeting of Zetland Lodge.

11 a.m.—Government Bills received by
Chief Paymaster, Army Pay Depart-
ment.

Goods per *Argonia* undelivered after
noon on this date will be landed.

SATURDAY, June 2:—

Goods per *Glenak* not cleared on this
date subject to rent.

SUNDAY, June 3:—

Goods per *Palma* not cleared at 4 p.m.
on this date subject to rent.

MONDAY, June 4:—

Exchange Banks Close.

TUESDAY, June 5:—

Goods per *Ogden* undelivered after
this date will be subject to
rent and landing charges.

Goods per *Benyon* undelivered after
this date subject to rent.

Goods per *Arandia* not cleared at 4 p.m.
on this date subject to rent.

Goods per *Trieste* undelivered after this
date will be landed.

MONDAY, June 11:—

3 p.m.—Auction of Leasehold Property,
at Messrs Hughes & Hough's Sales
Rooms.

The China Mail.

HONGKONG, WEDNESDAY, MAY 30, 1906.

THE SANITARY COMMISSION.

The Commission of inquiry recently
appointed by His Excellency to investi-
gate certain matters appertaining to the
administration of the Health Ordinance,
has rather dropped out of sight. Its
personnel was announced over a fort-
night ago and the public were led to
hope that the gentlemen who had the
honour of being nominated by the
Governor would zealously, and without
undue delay, enter upon their important
duties. One meeting, it is understood,
has been held, at which a little prelimi-
nary business was done or discussed,
since when some of the Commissioners
would have appeared to have forgotten
that matters of urgency were awaiting
their attention. The latest development
is the resignation of the Chairman of
the Commission, the Hon. Mr Pollock.
Of course, being an appointee of the
Governor, the late Chairman is under
no obligation to make known his reasons
for resigning. Still that does not pre-
vent his unexpected action being can-
vassed, and considerable curiosity and
not a little regret is expressed in many
quarters as a consequence of his aban-
donment of a position which it was felt
that he would fill worthily and well.
The statement has been made that
the Hon. Mr Pollock has discovered
that the other claims upon his time are
so great that he finds that it would be
impossible to add the onerous duties of
Chairman of one of the most important
Commissions ever created in the Colony.
This surely cannot be so. A fortnight
ago Mr Pollock had just as complete an
idea of the obligations of the position he
accepted as he has now and it is absurd
to suppose that one meeting of a few
hours held in fourteen days has demon-
strated to him that the pressure upon
his time is too severe to be borne. An
impression appears to be gaining ground
in some quarters that the Commission is
intended to die of inanition, that it will
never be productive of any real tangible
result. Perhaps little surprise can be
felt that such ideas should gain cur-
rency in view of the distinctly unsatis-
factory progress that has been made up
to the present. But the public may
rest assured that most of the members
of the Commission are in deadly earnest
and that they will fulfil the duties en-
trusted to them fearlessly. While some
people might be very satisfied if the
Commission confined itself to gently
whitewashing tarnished places, the pub-
lic demands that the enquiry shall be
carried out relentlessly, and any irregu-
larities exposed. The members of the
Commission are impartial men and they
are animated by the sole desire to serve
the public. A heavy responsibility has
now been placed upon the shoulders of
the Hon. Mr Hewitt, but confidence will

be felt that he will recognise that, how-
ever arduous the labours involved may
be, he is performing a public duty,
and will win the esteem and respect
of the whole community by making the
considerable sacrifice of his time that
will be required. We advise the Com-
mission to get to work without delay
and for its own sake to issue progress
reports periodically so that the public
may know that something is actually
being accomplished.

Our special telegram announces the
resignation of Baron Gautsch's mini-
stry in Austria, giving as the reason the
Emperor's acquiescence to Hungary's
demand for a distinct customs tariff.
The situation in Austro-Hungary has
been extremely unsettled for some
considerable time past, so much so
that it was at one period feared that
bloodshed would result. However,
the worst was averted, at least for
the time being. One of the questions
upon which it was anticipated that
the Austrian Parliament might be
wrecked was that of the representation
of Germans. The undue favoritism
shown to the Czechs as against the
German element was rapidly breeding
discontent, which was accentuated by
a law of suffrage which Baron Gautsch
mooted, and by which he hoped to
overcome the parliamentary coalition
in Hungary by an anti-Magyar
majority. At the same time he
endeavoured to introduce a similar
law of suffrage for the Austrian Parlia-
ment at Vienna, conferring at the same
time a larger number of repre-
sentatives upon those parts where Cze-
ch, Polish, Ruthene, and other
Slavs dwell. In this way the Aus-
trian Parliament would be more and
more Slavonised, and also clericalised,
and a ready tool be made for down-
right reactionary measures in Hungary.
It would be a return to the policy
which prevailed for years after the
overthrow of the German popular
rising at Vienna in 1848, and the defeat
of the Magyar cause in 1849 by the
combined Imperial and Russian troops.
This measure would practically throttle
the German section, which the veteran
agitator Karl Blind characterises as
the "main prop and most cultured
part of Austria." Naturally the Ger-
mans opposed the Premier's measure,
agitating that Galicia, Bukovina and
Dalmatia should no longer be given
representation in the Vienna parlia-
ment, but should be granted a separate
Legislature. Thus the German popula-
tion would have a clear majority in par-
liament, but Parliament required a two-
thirds majority, consequently it failed.
The resignation of Baron Gautsch's
Cabinet may pave the way for a
straightening out of this tangled
 skein.

Some time ago, we were enabled to
publish figures, which showed, that
Hongkong during 1905 held premier
place among the ports of the world.
The figures quoted, though accurate,
were not worked out in much detail
as the mass of material which the
Board of Trade has to classify is so
enormous that the complete returns are
always belated. The "Statistical
Abstract for the British Empire in
each year from 1890 to 1904" was
issued on April 23, and the figures
given are extremely interesting, al-
though somewhat out of date. During
1904 London held pride of place
among the ports of the Empire but
Hongkong ran the metropolitan of the
world very close. The tonnage of all
vessels entered at London during 1904
was 10,788,213, and at Hongkong,
10,734,063. Then there is a big drop
to Liverpool with a tonnage 7,986,564,
and Singapore comes fourth, a tonnage
of 5,008,358, standing to its credit.
The other important ports of the
Empire rank as follows:—Ceylon
5,195,322; Tyne Ports 4,806,067;
Cardiff 4,795,406; Gibraltar 4,402,552;
Malta 3,986,502; Capetown 3,636,469;
Aden 2,847,649; Hull 2,664,254;
Penang 2,142,715; Southampton
2,128,379; Natal 2,108,658; Calcutta
1,762,120; Bombay 1,666,871; Glas-
gow 1,566,478; Newport 1,164,389;
Leith 1,037,539. But what has be-
come of the Austral ports?

A Shop Robbed.
It is reported that on Monday last a
number of Chinese raided a shop kept by a
man named Cheung Lin in the vicinity of
Belcher's Fort. The shop keeper and
about four others lived at the place but
were quickly overpowered by the intruders
and securely bound and gagged. After this
had been accomplished the robbers helped
themselves to the valuables and then made
off. They have not yet been discovered,
having left no clue to their identity.

Band at King Edward Hotel.
By kind permission of Lieut. Col.
Aitken and Officers, the Band of the 11th
Infantry will play the following programme
of music at the above Hotel, during
dinner, on Thursday the 31st May (weather
permitting).—

March.....'Gloire.....Hums
Overture 'La Reine D'un Jour'.....Adam
Waltz.....'Sous les Palmiers'.....Depret
Sélection.....'The Cigarette'.....Monckton
Song.....'By the Fountain'.....Adam
Round Dance.....'The Veil'.....Morris

GOD SAVE THE KING.

Estimate of the Premier.
No one ever accused Sir Henry Camp-
bell-Bannerman of being a statesman, but
few suspected that he was so totally devoid
of the qualities of leadership as he has
proved himself. He will have to join that
long list of men, of whom Tacitus wrote
the damning verdict, "dignus imperare,
inimparatus"—worthy to rule had he not
ruled—those splendid failures who found
their opportunity only to prove their incom-
petence.—"Leader," Johannesburg.

SPRAINED ANKLE, TUFF NECK,
"I AM SORRY."
THESE are three ailments for
which Chamberlain's Pain Balm is
especially valuable. If promptly applied it
will save you time, money and suffering
when troubled with any one of these
ailments. Sold by all chemists and store-
keepers.

The Next Batavia.
It is possible for Russia and England to
arrive at an entente with reference to their
Asiatic possessions similar to the Anglo-
French entente, and both in England and
Russia the idea has warm partisans.—
"Revue des Deux Mondes," Paris.

LOCAL AND COAST NEWS.

A notorious leader of salt smugglers
and desperadoes, Tung Po-fah, has been
captured at Soochow.

It is reported that a Japanese named
Matsumori Tsubur has set himself to raise
a force of Manchus in the Hsai-jen region
and that his action has caused considerable
uneasiness.

It is the intention of the Boards of
Commerce and Education that as soon as
the Chinese copyright laws are finally
drafted, they will try to enter China in the
International Copyright Alliance, so as to
protect Chinese copyrights.

A Chinese woman was sentenced to
three months' imprisonment, at the
Magistrate's Court this morning, for obtain-
ing \$320 by means of false pretences. She was
shown to have borrowed the money from
another woman on certain securities which
turned out to be valueless.

Three eminent Japanese authorities on
international law—Doktoro Ariga, Naka-
mura, and Terao—are reported to be
making researches into the history of the
recent war, with a view to the publication
of a statement of the manner in which
international law was observed by the
belligerents.

Mr Kozakoff, First Secretary of the
Russian Legation at Tokio told a *Japan*
Times interviewer that negotiations regard-
ing the fishing rights of Saghalien were in
progress. Delay in the settlement must
cause anxiety to Japan, and Russia was
little less anxious for an early solution of
the problem.

A Chinese passenger from Canton to
Hongkong by one of the river steamers was
arrested on arrival last night with a dagger
in his possession, and was charged with not
having a permit to possess it. He was con-
victed, at the Magistrate's Court this morning,
and ordered to pay a fine of \$15. The
dagger was confiscated.

A Rapid Mail.
The P. and O. Co. have another quick
Mail delivery to their credit. The
"Arcadia" came in to-day with letters
dated London, May 4. That is quick
work.

The "Dewey."

The U. S. S. Co.'s steamer "Ayao"
reports having passed the dry dock
"Dewey," bound for Manila off Shadwan
(Red Sea), about 170 miles south of Suez.
She had two tugs and was travelling at the
rate of 100 miles a day. She set out from
the States with three tugs but one was sent
back from Suez.

Auction at Night.

As will be seen from our advertising
columns a somewhat novel auction sale, for
Hongkong, is to be held to-morrow evening
at Kowloon by Mr F. Kline, auctioneer.
Mr Kline, who has been in business on this
side for some time, has opened sales rooms
at Kowloon and at 9 o'clock to-morrow
evening conducts his first sale in the new
quarters. The novelty is sure to attract a
large number of visitors who will find many
valuable articles of furniture, etc to bid for.

China's Navy.

On May 28 there was to have been
launched in Japan—at the Kawasaki Dock-
yard—the gun-boat "Chu-Tai," the first
of six sister boats for the Chinese Navy.
The dimensions of these boats are to be:
length over all, 200 ft.; breadth moulded,
29 ft.; draught 8 ft.; displacement 740
tons. The speed is to be 13 knots, and
the armament will consist of two 12 cm.
quick fliers; two q.f. 12-pounders, and
four maxims.

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SPRAINED ANKLE, TUFF NECK,

"I AM SORRY."

THESE are three ailments for
which Chamberlain's Pain Balm is
especially valuable. If promptly applied it
will save you time, money and suffering
when troubled with any one of these
ailments. Sold by all chemists and store-
keepers.

BY TELEGRAPH.

GENERAL STOESSEL.

TO BE COURT-MARTIALED.

(Exclusive Service, supplied by Reuter,
via Bombay.)

LONDON, May 29.

The *Standard's* correspondent at
St. Petersburg announces that the
Port Arthur Enquiry Commission re-
commends that General Stoessel be
tried by Court Martial for surrendering
Port Arthur to the Japanese.

AUSTRIA AND HUNGARY.

AUSTRIAN MINISTRY

RESIGNS.

(Exclusive Service, supplied by Reuter,
via Bombay.)

LONDON, May 29.

Emperor Francis Joseph I, of
Austria and Hungary, recently granted
Hungary's demand for a separate and
autonomous customs tariff.

The concession has resulted in the
resignation of the Austrian Cabinet.

[REUTER'S SERVICE.]

GERMAN MINISTRY

REBUFFED.

</

TO HONGKONG, AND ITS
POPULATION.

(By one who years—in ruin—amongst
Them.)
Thou lingo cosmopolitan,
Whose restless, eager, thronging mind
With its unchanging intent
Of dollar hunting;
Canst thou,
All grasping, and severely practical,
Respond to my soul-yearning soliloquy?
Forsooth! an idle task 'twould be
To find among thy striving herd
A Poet—one who yearns—a dreamer.

These shallow, grasping, minds, which here
respond
To nought but rising rate, or falling
share—
What reel such natures of the Great
Beyond?
(Except in "forward contracts" or a
"bear.")
The Broker, breathless, hustling to his
bank—
The sword-bedecked subaltern—the Clerk
Apologetic; all these show the Cank—
To Worm of Self insidiously at work,
To Hunt the Dollar, making cent-per cent.
To

THE STAR FERRY COMPANY.

Annual Meeting.

The annual meeting of the Star Ferry Company, Limited, was held in the City Hall at 12.15 p.m. Sir Paul Chater, C.M.G., was in the chair and there were also present: Messrs A. G. Wood, G. Murray Bain, A. Haupt, Percy Smith, W. H. Potts, and F. Osborne (Secretary).

The Secretary read the notice convening the meeting.

The Chairman, Gentlemen, I propose, if it be your pleasure, that we take the report and accounts as read. As far as the annual meeting, there has been a heavy increase in the cost of coal, the average price per ton during the year and review being \$10.63 as against \$7.57 the previous year. There has also been a larger consumption, by reason of its inferior quality and in consequence of our running the boats at quicker speed and augmenting the number of night trips. Other working expenses show a slight reduction, so that this unfortunate rise in the price of fuel is alone responsible for the diminished dividend recommended for your acceptance.

The new pier at Kowloon has been in use since April 1, and, in view of the fact that this pier is situated in a more sheltered position than the old pier, it is a great improvement to the service. There are several improvements yet to be made, notably a dock and general shelter in front of the pier as protection against the strong winds which sweep down Salisbury Road and which without a shelter will, in winter, seriously inconvenience passengers. It has also been found necessary to drive piles to guide the boats in making the entrance to the Camber as the currents are stronger than was anticipated. This work has to be done between 1 a.m. and 5 a.m. so will take considerable time. Negotiations have been commenced with the Government for a new pier on the Hongkong side and if satisfactory terms can be arranged plans will shortly be prepared. It will mean a large outlay, probably \$75,000, and as the Company will not earn a cent more by it, the matter will need to be carefully considered before launching into so great an expenditure; and it will probably involve calling up the remainder of the unpaid capital. We are now running the service with two boats in place of three, the time allowed the coastwards to make the journey being 7 minutes as against 9½ at the old pier, and although this greater speed necessitates burning superior coal and working the boilers at their maximum pressure, yet on the whole there will be a substantial saving. The changes at Kowloon, the augmented service, accelerated speed and other improvements increase our working expenses, but we deem it to be in the interests of shareholders that we provide a service which will satisfy the reasonable demands of the public and we claim that in maintaining a 10 minutes service from 5.20 a.m. to 10 p.m. and thereafter every 20 minutes till 12.30 a.m. with additional trips on Saturday nights, the Company is fulfilling its duty creditably. The proposed extension to Yau Ma Tei and Hung Hom referred to in my remarks at last meeting were on investigation of the traffic, found to be impossible without incurring a heavy loss, so the matter was not prosecuted further. Competition of Chinese launches which only run when no better employment offers renders a profitable extension to these places maintained with regularity, an impossibility. There is one matter, a matter of public importance, I desire to touch upon before closing and that is the loss we sustain, amounting to something like 3% on your capital by depreciation of subsidiary coins, including British coins. The question has been referred to the Chairman of Commerce and their reply, which is not hopeful, has been published by the Press. The matter, however, will not be dropped, and whether the remedy be found in an increase of fares or otherwise, will be decided later on.

There being no questions the Chairman moved the adoption of the report and accounts.

Mr. Bain seconded and the motion was carried.

Mr. Haupt proposed the re-election of the retiring directors.

Mr. Smith seconded and the motion was carried.

Mr. Bain proposed the re-election of Mr. W. H. Potts as auditor.

Mr. Haupt seconded and the motion was carried.

The Chairman—Dividend warrants can be had on application. That is all the business.

THE SANITARY BOARD.

The fortnightly meeting of the Sanitary Board was held yesterday afternoon, the Hon. Dr. E. Clark presiding. There were also present: Hon. Mr. Chatham, Hon. Mr. A. W. Brown, Mr. Fuong Wa Chun, Hon. Mr. E. A. Hewett, Mr. A. Sholton Hooper, Mr. Henry Humphreys, Mr. Lau Chu Pak, Mr. F. J. Badoley, Lt.-Col. Sparkes, R.A.M.C., Dr. W. W. Pearce (M.O.H.), Dr. Macfarlane, and Mr. G. A. Woodcock (Secretary).

READY TO REPLY.

Before proceeding to business Mr. Humphreys said that he wished to announce that he was now prepared to answer any questions about notices that the President desired to ask him. At a meeting of the Board, held when he was in Manila, he saw in the press that the President had said that had he been present he would have asked him some questions. He was now prepared to answer them.

The President—What I said, speaking from memory, was that I should have asked you to give details.

Mr. Humphreys: I am ready to give them.

The President: As the whole matter has been referred to the Commission don't you think it would be better to leave it to them.

Mr. Humphreys: Will they deal with the question of notices?

The President: Yes, any irregularities in the working of the Public Health and Building Ordinances.

Mr. Humphreys: Very well.

PAINTING THE MARKETS.

Regarding the question of inferior paint used in painting the Central Markets (the minutes concerning which we have published) the President announced that the matter was receiving the attention of the P.W.D.

He did not agree with the Director of Public Works that Dr. Pearce should have reported the matter to the P.W.D. He should report it to his own department.

THE COLONY'S STREETS.

At a meeting of the Board held about two months ago Mr. Sholton Hooper expressed the opinion that the question of street improvement, especially paving and draining, should be brought before the Government, and attention directed to the bad state of many of the roads running north and south between Queen's Road and Des Vaux Road.

On this Mr. Hooper drew up a report, which was circulated to members of the Sanitary Board but was not available to the press. Dealing with the report Mr. Sholton Hooper misinterpreted Mr. Tooker's report bears out my original statement as to the condition of the streets in general running north and south. I never limited streets to those between Queen's Road and Des Vaux Road Central. The minutes of the Sanitary Board made were corrected accordingly before their confirmation. The majority of the 24 streets, personally inspected by His Excellency the Governor, are on the south side of Queen's Road Central and mostly private ones, and not those I refer to. I do not think that a centre channel of a half-round glazed earthenware pipe would do as well as the present side channels. I believe some years ago side channels were substituted for centre ones.

His Excellency the Governor: 1.—I went over the first 24 of the streets given in Mr. Tooker's list yesterday afternoon with the Director of Public Works, and have added a few notes to the list. 2.—None of the streets that I saw were really bad or could be said to infringe the condition as to paving and draining laid down in paragraph 3 of G. of 1860. 3.—Ask the Director of Public Works to submit a statement of repairs that have been carried out this year in the streets in the list and programme of work still to be carried out with the available balance of the vote for "maintenance of roads and bridges" (\$50,000) and to say if there is any further work sufficiently urgent to justify a supplementary vote. 4.—The one thing I noticed was that in several private lanes, heaps of coal, building materials, etc., blocked the side channel. I am inclined to think that when the roadway is re-laid in private lanes a centre channel formed of half-round glazed earthenware pipes should take the place of side channels. The Sanitary Board might consider this suggestion.

The President said he was inclined to think that in narrow streets a centre channel would be better.

Mr. Sholton Hooper said he believed the Director of Public Works could bear out what he said: Centre channels would not do at all, as H.E. the Governor suggested. Trolleys, say, carrying goods along the lanes to the banks, or goods to the mercantile houses, would have difficulty in getting along and would soon break up earthenware drains.

Hon. Mr. Chatham said that it was the case, as stated by Mr. Sholton Hooper, that many of these streets formerly had centre channels and they were, a few years ago, altered to side channels when the streets were being re-laid. Personally he preferred a side channel because with regard to the litter and wet that must run from the buildings, it kept the streets cleaner and tidier; but there was no doubt a centre channel, in the case of many of these streets, would get rid of the obstructions that were caused by things being stored (as indicated in H.E. the Governor's minute). Most of the streets referred to in H.E. the Governor's minute, he thought, were not used in the way Mr. Hooper spoke about—that was by trolleys. They were mostly free of the big commercial concerns situated at the Eastern end of the town. Mr. Hooper also said the streets inspected by His Excellency were on the South; he (the speaker) thought he meant North.

Mr. Hooper: Yes, that is a clerical error.

The President—Will you move that in the opinion of the Board side channels are preferable?

Mr. Hooper: Yes, that is a clerical error.

The Chairman—Dividend warrants can be had on application. That is all the business.

Mr. Hooper—As the Hon. Director of Public Works is of the same opinion I think it would be better from him. (To Mr. Chatham): Will you move to that effect? Hon. Mr. Chatham—No, I would rather not.

Mr. Hooper—Very well. I move that, in the opinion of the Board, it is advisable that the channels, should be at the side of the lanes instead of in the centre, for the reasons stated in my minute.

The Captain Superintendent of Police seconded, and the resolution was carried. Mr. Humphreys voted against and Mr. Hewett abstained from voting, as he had not heard the discussion, having come in late. The Director of Public Works did not vote.

THE MARKET PRICE LIST.

Mr. E. A. Hewett said he was not present at the last meeting, but he would be glad to know whether any report was made with a view to the special committee appointed a month ago in connection with the market list.

The President—The report is in circulation at the present moment to members of the Board.

Mr. Hewett—Might I ask by whom the report was made?

The President—By myself and Mr. Lau Chu Pak.

Mr. Hewett—There were three appointed, and one has since resigned. Would it not have been in order if the matter had been referred again to the Board. Unless there is some definite rule to the contrary that committee ceased to exist and there ought to have been a new one formed, or the Board should have been informed of what was going on. Nothing has been done at all, except that the notice has appeared in the public Press.

The President—I do not think it is customary when one resigns, unless a quorum is present, to consider that the committee does not exist. It has existed or imagined itself existing and has submitted the report now in circulation.

Mr. Hewett—It would be satisfactory to know how they stood in this matter. It was a question which should be settled.

The President said that according to the Ordinance two constituted a quorum. This closed the discussion.

CORRESPONDENCE.

SUBSIDIARY COINS.

(To the Editor of the "CHINA MAIL.")
Sir—Mr. Osborne's cure to make Hongkong subsidiary coins legal to any amount would aggravate the evil, and the apathy or helplessness displayed in the reply of the Chamber of Commerce is disappointing. The Editor of the Daily Press asserts that there is not a sufficiency of Hongkong subsidiary coins. If this be so why are they at a discount of 5, 10 and 20 cents? I will be glad to get rid of \$100 daily of this coinage at a discount of 4 per cent. To remedy the impasse I would suggest that the Hongkong Government offer to receive the present coinage at a discount of 5 per cent. If this be given date and after that date at a discount of 10 per cent, and in the meantime order, and later issue, a new subsidiary coin of an intrinsic value, the same as the dollar. This would probably drive the present Cantonese subsidiary coin from the Colony. Or otherwise let our local Government issue tokens of 5, 10 and 20 cents value of no intrinsic worth whatever. They might even be coloured paper tickets to be redeemable at par.—Yours, etc.

Hongkong, May 30.

CANTON'S VICEROY.

Relieved of Office.

(From Our Correspondent).

CANTON, May 29.
It is reported in official circles, which may be considered reliable, that Viceroy Shun Huan has received a telegram from the Waiwups stating that in consequence of the trouble in connection with the Hankow Canton railway His Excellency would be relieved of office.

The telegram further stated that Tuan Fang, one of the members of the Travelling Commission, now in Belgium, has been communicated with and has been ordered to return to take up the position of Viceroy of Canton.

CANTON NOTE 1.

(From Our Correspondent).

CANTON, May 29.
EDITORS AND MAGISTRATE.

In response to the Nanchow Magistrate's invitation, editors of the nine Canton native papers called at the Magistrate's yesterday. On arrival they were shown into the "Flower Hall," and immediately His Worship made his appearance. Addressing them, he pointed out that recently he had heard from the Viceroy that most of the items published relating to provincial administration were incorrect. As newspapers were organs which represented the feelings of the general public every thing published should be correct, otherwise the public would be led astray, therefore he asked that in future, in the event of anything on political affairs being doubtful they should ring him up on the telephone, and he would answer them to the best of his knowledge. The magistrate also handed them a few rules governing the publication of news, to which he asked them to submit.

One of the editors replied that they must have time to consider before they could accept, and permission was asked to be allowed to take home the rules for consideration, to which the magistrate agreed, adding that those rules were his own private views.—He asked them to communicate their views after consideration.

ECONOMY IN THE END.

A few doses of Chamberlain's Cough Remedy will cure your cold and perhaps save a doctor's bill later on. It always cures and cures quickly. For sale by all chemists and druggists.

THE FLOODS IN HUNAN.

An Overwhelming Disaster.

(From Our Correspondent).

HANKOW, May 21.

Details begin to arrive concerning the floods in Hunan, but so far only from Changsha and Siangnan.

At Changsha one foreigner, who had particularly good opportunities of witnessing the flood, writes: "During the height of the flood the river presented a wild scene, tops of houses and debris of every description were passing by at a rapid rate, while here and there the cry of 'Chia Ming' (save life) caused one to realize that many a life was finding a watery grave, although the life-boats were doing all they could. Boats turned bottom up, and boats broken by their moorings came racing by, and many a rich harvest was reaped by the sampan men who were busy picking up here and there the valuable things that floated by." Another writes: "It is said that all Mr. B.'s wood, windows, etc., were made into a raft, which broke loose with a man on board, and sailed away. Then the raft broke up and the man rode on three trees, holding them together by clinging to them, and was ultimately picked up at Yochow!"

Siangnan is described as a "City of the dead," and another writer says: "This report is not far wrong. The greater part of the City seemed to be under water, the Post Office could not be found, so our letters could not be posted." At one place alone, 30 li below Siangnan, it is reported that 2000 bodies had been washed ashore! This was at K'ia Wan, where there is a large backwater. This fact gives positive evidence of the appalling loss of life that has taken place. All reports concur in this statement, but of course the actual loss can never be known.

It is impossible to estimate the damage done. "Many houses have fallen, and I fear not a few of the inhabitants have been washed or killed under the houses," writes one.

At the Wesleyan Mission house in Changsha the water came up into the back parlour, demolishing part of the servants' quarters, who had to camp in the chapel for over a fortnight.

At the London Mission premises at Hongchow, the water, already very high, suddenly rose in the night, and the various missionaries had to quickly escape to their new hospital buildings. One of the walls fell down. Dr. Tooker rescued the family of Mr. Gelwick (who was unable to return home on account of the flood) whose house was under water as regards the lower story, and took them to the L.M.S. hospital. With reference to other places from which reports have come in, one says: "It seems that things are almost worse in other places than at Changsha. I am afraid some small towns have almost entirely been swept away. Chuchow (where the railway from the Pinghsiang mines strikes the Siang River, 9 li above Siangnan) is much flooded. Dr. Dub's chapel there has fallen down. Lukow seems entirely gone. The damage at Siangnan is terrible, and Chinglang, down the river, is nearly as bad." All the granaries at Siangnan have necessarily been destroyed. This fact alone makes the future anything but hopeful. From the above it is evident that we have not yet begun to realise the magnitude of the disaster that has befallen Hunan.

At Changsha, as soon as the flood became serious, the Officials, Gentry and Guilds started to distribute rice grain, as many people in the submerged districts were living up in the lots of their houses without any means of getting anything or cooking anything. The grain was cooked in different parts of the city, and turned into immense water jars which were placed in the sampans, and a special soldier was deputed to go with each sampan on its rounds, which were twice a day. This was kept up until the water receded, which was for about ten days. "Salted vegetables and natchos were also distributed." Many of the homeless families, and those houses were submerged, camped out on the city wall, where some were accommodated in the soldiers' quarters, and others erected little mat sheds. These were also supplied with rice grain the same as those in the flooded districts.

In the foregoing extract, which applies only to Changsha, it will be noticed that official relief seems to have ceased as the waters receded. The Public granaries have been opened and rice is being sold at 20 cash a measure, which will do something to relieve the immediate distress, i.e., of those who have means to buy.

What took place in Changsha as regards flood was reproduced on a far wider scale in the country, but there, also, no official aid came to feed the people who reached temporary shelter. Many must have succumbed to starvation.

With regard to the Changsha Relief Committee one writes: "The combined Missions, together with the Chinese Christians and the Foreign Community, raised about \$400, which was distributed to the most needy cases through means of a committee, who appointed several Chinese members of the missions to go out, daily and visit personally the flooded districts of Changsha, and entrusted to their care the various sums for distribution as they saw fit. This relief, good as it has been, has only touched the fringe of the need, which has not yet been fully felt."

Meetings have been held daily of Chinese and foreigners devising means of relief, and now a new Committee, consisting entirely of foreigners, has been formed to manage the distribution of funds that are expected from Hankow and Shanghai and other places. Relief work on a larger scale will be instituted as soon as funds allow.

This Relief work is of necessity confined to Changsha at present, but if funds allow it may be possible to organise it in other places too.

One missionary writes: "That help will be needed for some time to come is certain," expressing the hope that all measures used for the collection of funds will be very successful.

At Siangnan some relief work has been done by the missionaries there, and now schemes are being made for helping the worthy to help themselves. This will depend on the amount of help coming from other places. One writing from there says: "If a steamer-load of rice was sent to Siangnan for distribution it would be a good thing." The rice could be sold at a nominal price to the needy, and given free to the destitute.

From Yenchow some rumours, no letters having been received posted later than April 27, that there has been a terrible loss of life there.

As far as is known there does not seem to have been an exceptional flood at Changsha, the disaster being apparently confined to the valley of the Siang. This, however, is large enough to easily consume all the help that can be given.

Dr. Wolfendale (London Mission) and Rev. Louis Byrde (Church Missionary Society) are acting as Treasurers in Hankow, until such time as the Committee of Relief is properly constituted.

(Contributions will be received at the Office of this paper.—Ed., C.M.)

THE FAR EAST.

Points from the Press.

THE IRONY OF IT.

It would be strange if the United States, which opened Japan to Western nations, should be the first to shut the door in the face of the Japanese immigrant. In Congress the other day Mr. Hayes, of California, spoke in support of a bill to extend the Chinese exclusion laws so as to embrace the subjects of the Mikado and the Koreans. He professed to represent 85 per cent. of the people of his State in this matter, which, he said, is one of domestic policy, not of international law. He admitted that the Japanese had shown extraordinary intelligence and courage in the conduct of the war, but he condemned them for their dishonesty as a people, and declared that the vast majority "do not understand the meaning of the word 'morality.'"

The Nation deems that it would, indeed, be unfortunate if the American simplicity and purity of our politics were to be corrupted by admitting our Asiatic neighbors. The economic aspects of the question deserve more consideration. Mr. Hayes, who is himself an employer, presented statistics going to show that the Japanese could greatly underbid the European and American workman. However this may be, it is to be hoped that Congress will never exclude the Japanese who come here to attend our universities and technical schools. A continuance of intellectual relationship should increase the friendship between the two nations.

UNPRACTICAL CHINA.
The Tibetan plum may be said to have fallen into England's lap, but that is all the more reason why Russia should busy herself in Turkistan and Mongolia. Seldom, in the opinion of the Japan Mail, does the future present itself in such clear outlines. England has her buffer State in Afghanistan, and a most unconscionable source of mental anxiety does it furnish. But China's manner of treating her buffer States is conspicuously impractical, for while she is wholly invertebrate in equipping them to resist aggression, she relies on them implicitly to discharge their function of fenders. It has often been said that for civilized Powers safety may be best assured by the closest contiguity.

If Russia's borders marched side by side with England's in Central Asia the responsibilities of each State would be clearly defined and they would soon become friendly neighbours. But they prefer—or, at any rate, England prefers—to be separated by an uncivilized partition which constitutes a perpetual menace to the peace of both, and which could not be relied on by either in the event of an emergency. China follows suit in the helpless manner which she has made essentially her own, and if anything human can be certain, it is certain that she will have to encounter in Mongolia and Turkestan, if not in Tibet, encroachments and ultimate losses precisely analogous to those she has suffered in the cases of Tonquin, Korea and Manchuria.

STIRRING UP TROUBLE.
Observers of current events must sometimes be disposed to suspect the existence of an organized attempt to stir up trouble once more in the Far East. Under that heading it is easy to classify the recently circulated rumours about Japan's designs against Siberia and the Philippines, as well as the frequently repeated statements that Russia is ignoring the Portsmouth Treaty directly by manoeuvring for railway concessions in Manchuria or by wholly ignoring the position which the Treaty really assigns to her. The Japan Mail is inclined to think that the course now attributed her in connexion with fishing privileges in the north belongs equally to the category of mischievous canards, though the Jiji Shimpo makes it the subject of a leading article and evidently attaches importance to it. The story may be relegated to the class of canards which represent Japan as busily arming against the United States and M. Pokotloff as pressing China to grant the concession of the Chingchun-Kirin railway to a combined syndicate of Chinese and Russian subjects. Many purveyors of news appear to regard Russia as a fair target for any and every attribution of bad faith. Russia is not altogether irresponsible for that disposition, but she has to bear a great deal more than she justly merits.

A MATTER OF EDUCATION.

Mr. Makino, the Minister for Education in Japan, says that the war of the past two years had demonstrated that patriotism was the first of the seeds sown in the schools of Japan, and the fact had attracted wide attention in Europe. It was notable that many Western publicists had begun to speak of an ethical system independent of religion. Ethics founded on religion were inevitably infected with the selfishness that split the religious world into so many fragments, and Japan had to congratulate herself that the ethics taught in her schools were not exposed to that danger. In September next, there was to be held in London a great international assembly of persons interested in elaborating a system of ethics unconnected with religion. One of the members of that assembly had declared that the Japanese system deserved much praise. It depended largely upon the heads of elementary schools whom he was now addressing what heights the country would attain in the future, and he did not doubt that they would be worthy of the great trust reposed in them. They must regard themselves as leaders of thought in their respective localities; not educators of the young only but educators of all. Education tended to raise the personal status of the individual, and it was consequently a slow process demanding patience and unflinching assiduity. They should keep these facts in mind, and recognize fully the high responsibilities devolving on them.

LAME BACK.

THIS ailment is usually caused by rheumatism of the muscles and may be cured by applying Chamberlain's Pain Balm two or three times a day and rubbing the parts vigorously at each application. It does not afford relief but on a piece of flannel slightly dampened with Pain Balm, and quick relief is almost sure to follow. For sale by all chemists and druggists.

A GOOD SUGGESTION.

MR. C. B. Wainwright, of Lemon City, Fla., U.S.A., has written the manufacturers that much better results are obtained from the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy in cases of pain in the stomach, colic and cholera morbus by taking it in water as hot as can be drunk. When taken in this way the effect is double in rapidity. It seems to get at the right spot instantly. For sale by all chemists and druggists.

Beauty's Torture.

Hips have been condemned by the arbiters of Fashion, and one hears funny stories about the methods employed by women to get themselves into shape. Fearful tales are in circulation of a kind of straight-jacket or suit, which is put on warm, and as it cools, gradually compresses the victim till she is very much like an Egyptian mummy.—"Lady's Pictorial."

English Extravagance.

Nowhere is there to be found such luxury, luxury, ostentation, as in England.—Dr. Pulido Martin, in "Siglo Medico," Madrid.

Hunting Season's Feature.

On the whole this season the increase in the number of women and girls who have followed hounds has been the most noticeable feature.—"Madame."

Climate and Emotion.

The English climate positively discourages the growth of all intensity of feeling, unless it is displayed in connection with politics or religion.—"Saturday Review."

Demand for Horses.

Despite the great increase that has taken place in the use of mechanical power, the demand for horses, far from falling off, seems continually to increase. The prices at the present moment, especially of the animals of a good type, remain entirely satisfactory. Horse-breeding is likely to continue one of the most profitable branches of English agriculture.—"Country Life."

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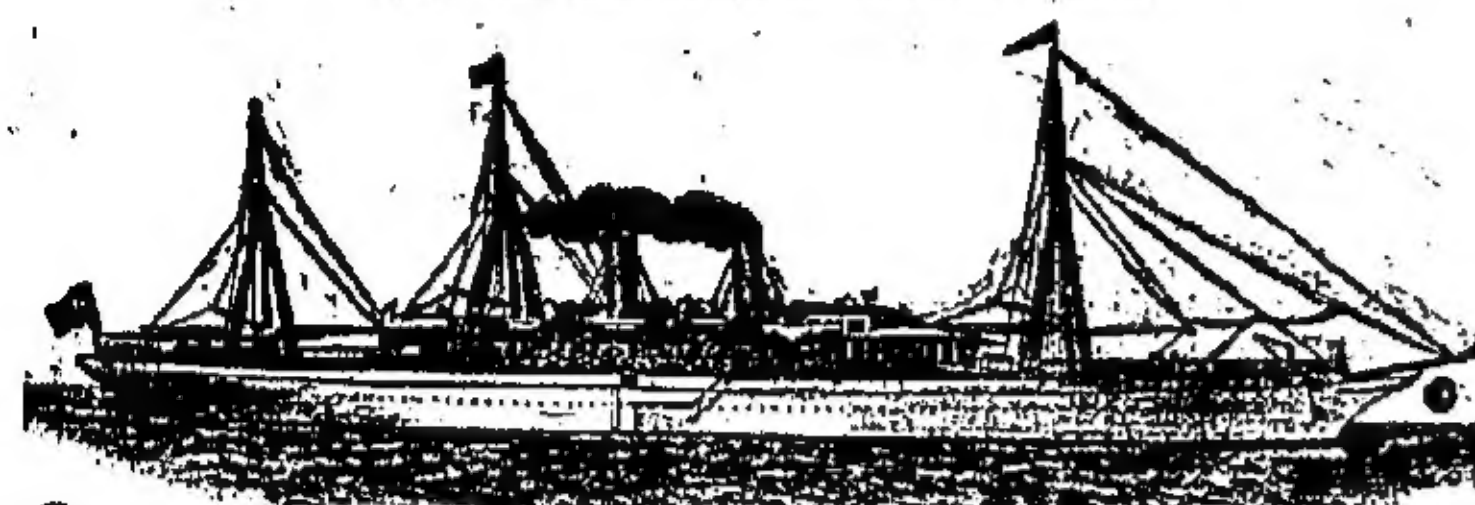
WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named:—

named:—	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI.....	ARADIA, 8000 tons	About 31st May	Freight and Passage.
LONDON, &c.....	OCEANA, 7000 tons	Noon, 2nd June	See Special Advertisement
LONDON & ANTWERP, Via S'pore, P'ang, Cebu, and Port Said.....	PALAWAN, 7000 tons	About 20th June	Freight and Passage.

E. A. HEWETT, Superintendent

P. & O. S. N. Co.'s Office.

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FROM	STEAMERS	TO SAIL ON	REMARKS
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YOKOHAMA.....	ATHENIAN	WEDNESDAY, June 27	July 21.
YOKOHAMA.....	EMPERESS OF JAPAN	WEDNESDAY, July 11	Aug. 1.
YOKOHAMA.....	MONTAGLE	WEDNESDAY, July 18	Aug. 11.
YOKOHAMA.....	EMPERESS OF CHINA	WEDNESDAY, Aug. 1	Aug. 22.
YOKOHAMA.....	TARTAR	WEDNESDAY, Aug. 8	Sept. 1.

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DESTINATIONS.	STEAMERS	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	TAMBA MARU, Tons 6,130, C. H. Butler	WEDNESDAY, 13th June, at Daylight.
VICTORIA, B.O. AND SEATTLE, Via SHANGHAI, MOI, KOBE AND YOKOHAMA.	SHINANO MARU, Tons 6,328, Capt. N. Ohno	TUESDAY, 26th June, at 4 p.m.
SYDNEY AND MELBOURNE, Via MANILA, Tientsin, CHEFOO AND TIENTSIN, BUCHOW.	NIKKO MARU, Tons 5,830, Capt. E. W. Haswell	FRIDAY, June 15, at 4 p.m.
BOMBAY, Via SINGAPORE AND COLOMBO.	KAGOSHIMA MARU, Tons 4,405	TUESDAY, 5th June, at Noon.
KOBE AND YOKOHAMA.	IYO MARU, Tons 6,320, Capt. W. Thompson	FRIDAY, 1st June, at Noon.
BANGKOK, Via SWATOW.	PROMETHEUS, Tons 1,675, Capt. Cornelissen	.....

* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

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EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL.....	MERTON	7th June.
GLASGOW AND LIVERPOOL.....	STANTON	7th "
GLASGOW AND LIVERPOOL.....	PATROCLUS	14th "
GLASGOW AND LIVERPOOL.....	PING SUY	21st "
GLASGOW AND LIVERPOOL.....	ORPHEUS	28th "
GLASGOW AND LIVERPOOL.....	OLYMPIA	5th July.
GLASGOW AND LIVERPOOL.....	ANTYATAX	6th "

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP.....	JASON	5th June.
LONDON, AMSTERDAM & ANTWERP.....	DEUCALION	19th "
* GENOA, MARSEILLES & LIVERPOOL.....	HYRON	20th "
LONDON, AMSTERDAM & ANTWERP.....	ATAJ	3rd July.
LONDON, AMSTERDAM & ANTWERP.....	PROMETHEUS	17th "
* GENOA, MARSEILLES & LIVERPOOL.....	PATROCLUS	20th "
LONDON, AMSTERDAM & ANTWERP.....	PING SUY	31st "

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EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGA-SAKI, KOBE & YOKOHAMA.....	OANTA	7th July.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA, and all PACIFIC COAST	KEENW	14th June.
	TEUCRE	13th July.

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FOR	STEAMERS	TO SAIL
SHANGHAI.....	CHENHAI	4th June.
MANILA.....	TRAY	5th June.
SHANGHAI.....	KWAIYANG	8th June.
WEL-LAI-WEI, CHEFOO & TIENTSIN, BUCHOW.	9th June.
AMOI, MANILA, CEBU & LIOLO	13th June.

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ZAFIRO.....	2540	R. Rodger	Manila Direct.	SATURDAY, 2nd June, at 12 o'clock Noon.
RUBI.....	2540	R. Almond	Manila Direct.	9th May, at 12 o'clock Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL. (WITH LIBERTY TO CALL AT THE MALABAR COAST).

Steamship.	Tons.	Captains.	For	Sailing Dates.
S.S. ANGLA SAXON.....	Beginning of July, 1906.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

* BEN LINE OF STEAMSHIPS. FOR LONDON AND ANTWERP.

THE Steamship BENMOHR, Captain Wangren, will be despatched as above on or about MONDAY, the 4th June, 1906.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, May 18, 1906. 1080

* CHRISTIANITY WORTH INTRODUCING INTO CHINA.

Reprinted from the 'CHINA MAIL'.

To be had at the 'CHINA MAIL' Office, 5, Wyndham Street.

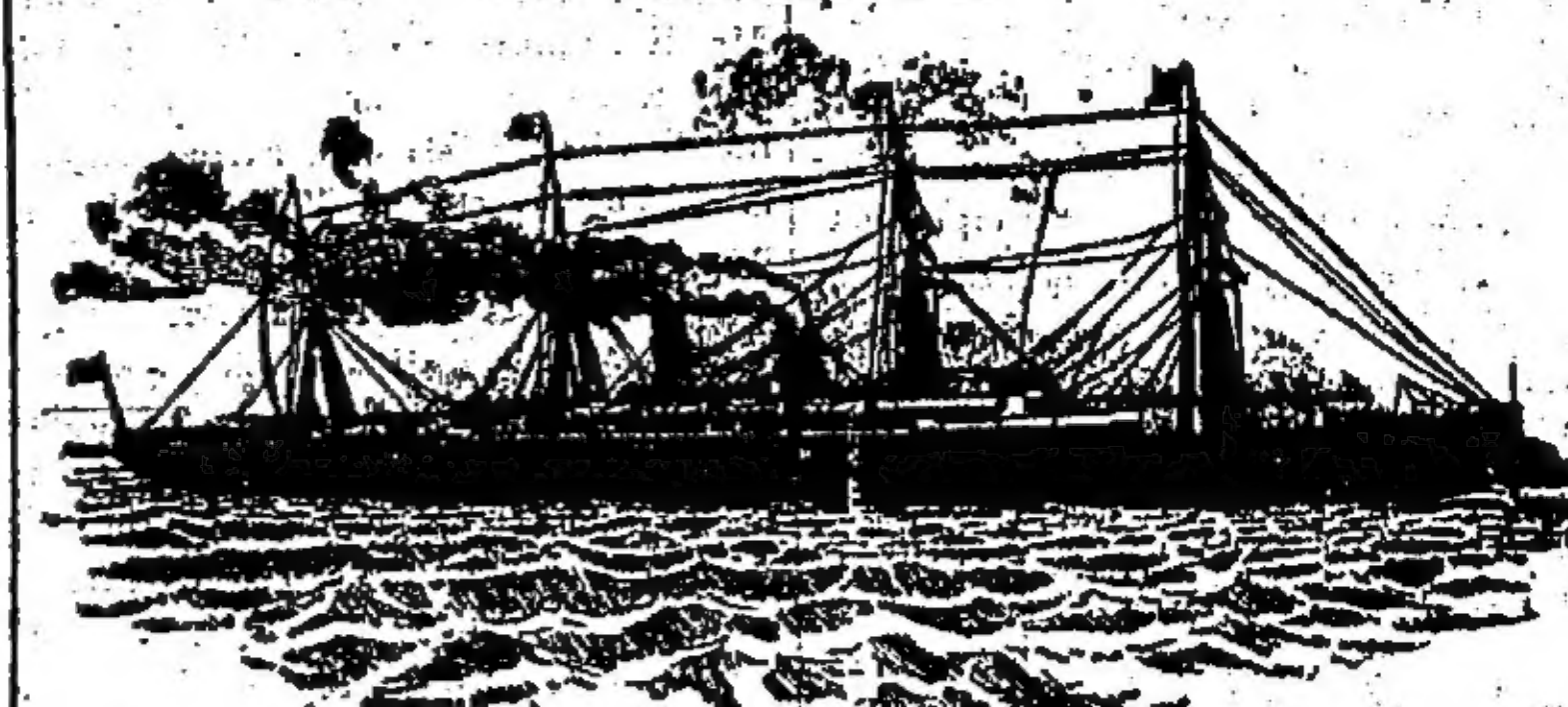
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PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU. TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	STEAMERS	TO SAIL
* MONGOLIA.....	27,000 Gross Tons	TUESDAY, 5th June, at Noon.
CHINA.....	10,200	TUESDAY, 12th June, at Noon.
* NIPPON MARU.....	11,000	TUESDAY, 19th June, at Noon.
DORIC.....	9,500	TUESDAY, 26th June, at Noon.
* MANCHURI.....	27,000	FRIDAY, 6th July, at Noon.
* HONGKONG MARU.....	11,000	TUESDAY, 17th July, at Noon.
* KOREA.....	18,000	TUESDAY, 24th July, at Noon.
COPTIC.....	9,000	FRIDAY, 3rd Aug., at Noon.
* SIBERIA.....	18,000	FRIDAY, 3rd Aug., at Noon.
* AMERICA MARU.....	11,000	FRIDAY, 3rd Aug., at Noon.

RECORD FAST TRIPS. Yokohama to San Francisco.....KOREA, 18,000 tons. September 18-27th 1906; 10 days, 11 hours and 5 minutes. San Francisco to Honolulu.....SIBERIA, 18,000 tons. August 16th-20th, 1906; 4 days, 19 hours. San Francisco to Yokohama.....SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1906, 15 days, 13 hours. Yokohama to San Francisco.....SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1906 10 days, 10 hours and 29 minutes.

THE P. M. Steamship MONGOLIA will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 5th June, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only), granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOI, KOBE & YOKOHAMA, FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	Tons.	Captains.	TO SAIL ON.
ARAGONIA.....	5198	ERSET	June 6, at Daylight.
NIOMEDIA.....	4370	WAGMANN	June 21, at Daylight.
NUMANTIA.....	4370	FELDTMAN	July 14, at Daylight.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to S. SILVERSTONE, Acting General Agent.

2 S. SILVERSTONE, Acting General Agent.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMSHIP.	Tons.	Captains.	TO SAIL ON.
MAIDGURU MARU, Capt. Sato.
DAIJI MARU, Capt. Sato.
DAIJI MARU, Capt. Sato.
SHOSHO MARU, Capt. Nishino.
TAISHAN, Capt. Lairo.

These Steamers have excellent Accommodation for First-class Passengers and are fitted throughout with Electric Light. Unrivalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, QUEEN'S BUILDINGS.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
* LYRA.....	4417	G. V. Williams	8th July.
SHAWMUT.....	9808	E. V. Roberts	21st July.
TREMONT.....	9308	T. W. Garlick	22nd Aug.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND OUTRIGING ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The Twin-screw s.s. Shawmut and Tremont are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea—Electric fans in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, Apply to DODWELL & CO., Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS.

Shipping.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAMSHIP TRIESTE. Captain D. MISTRONTO, will be despatched as above on THURSDAY, the 31st May, 1906.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to SANDER, WIELER, & CO., Agents.

Hongkong, May 30, 1906. 1013

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at Malabar Coast. Proposed Sailings from Hongkong, STEAMERS, TO SAIL, 1906.

SATSUMA.....About 31st May.

SIKH.....About 14th June.

WRAY CASTLE.....About 23rd June.

For Freight and further information, Apply to DODWELL & CO., LTD., Agents.

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STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, COAST OF AFRICA, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship OCEANA, Captain W. H. HARRIS, carrying His Majesty's Mail, will be despatched from this port for BOMBAY, on SATURDAY, the 2nd June, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's s.s. OCEANA, 7,812 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo, into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Egypt, due in London on the 14th July, 1906.

Parcel will be received at this Office until 4 p.m. the day before sailing. The contents and value of all parcels are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, May 18, 1906. 1032

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Timor, Port Darwin, and through Ceylon to Aden, New Zealand, Tasmania, &c.)

THE Steamship EASTERN, Captain POWELL, will be despatched for the above Ports on SATURDAY, the 2nd June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardsess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, April 30, 1906. 898

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOI & FOOSHOW.

THE Company's Steamship HAICHUNG, Captain A. E. HORNES, will be despatched for the above Ports on SUNDAY, the 3rd June, at Noon.

For Freight or Passage, apply to DOUGLAS, LIPPAK & CO., General Managers.

Hongkong, May 28, 1906. 1089

NIPPON YUSEN KAISHA.

HONGKONG, SWATOW, BANGKOK LINE.

FOR SWATOW AND BANGKOK.

THE Chartered Steamship PROMETHEUS, Captain CANNISTRAS, will be despatched as above on TUESDAY, the 5th June, at 10 a.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, May 28, 1906. 1095

Not Responsible for Debts.

NEITHER the Company, the Agents, nor the Captain are responsible for any Debt or Debts contracted by the Crew of the following Vessel during her stay in Hongkong Harbour:—

TWICKENHAM, British steamer, Captain J. E. PARKER.—Doddwell & Co., Ltd.

174

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to	Leave	Connecting Steamers	Due at	Due at
Colombo	Hongkong	from Colombo to	Marshall (Brindisi)	Plymouth (London)
			2 days sailer	1 day later
OCEANA.....7000	June 2	CHINA.....8000	July 1	July 22
DONGOLA.....8000	June 16	DONGOLA.....8000	July 15	July 22
ARGADIA.....8000	June 30	MONGOLIA.....10000	July 29	Aug. 5
DELTA.....8000	July 14	BRITANNIA.....10000	Aug. 12	Aug. 19

* Dongola through to London.

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following—

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due at
	Hongkong	London
PALAWAN.....4700	June 18	Aug. 4
JAPAN.....4900	July 1	Sept. 1

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Messina.

* Calls at MARSEILLE.
* Carry only First Saloon Passengers.
* Carries 1st and 2nd Saloon Passengers.
For Passage, Apply to

E. A. HEWETT,

Superintendent.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant; Black Sea and Baltic Ports; North and South American Ports).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR MARSEILLES, HAVRE AND HAMBURG.
CALLING AT SINGAPORE, PENANG AND COLOMBO.
S.S. C. FERD. LAEISZ.....1st June, 1908. Freight.FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE, PENANG AND COLOMBO.
S.S. ANDALUSIA.....20th June, 1908. Freight.FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE, PENANG AND COLOMBO.
S.S. ACILIA.....28th June, 1908. Freight.FOR HAVRE AND HAMBURG, AND NAPLES FOR LANDING PASSENGERS.
CALLING AT SINGAPORE, PENANG AND COLOMBO.
S.S. RHENANIA.....12th July, 1908. Freight & Passengers.* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloons and Cabin staterooms. Lighted throughout by Electricity. Daily qualified Doctor and Stewards are carried.
For further particulars, apply toHAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
KING'S BUILDINGS.

Dentistry.

DR. HARRY FONG,
AMERICAN TRAINED DENTIST.ELECTRICAL and Latest Improved
Applied to
51, QUEEN'S ROAD CENTRAL.
1379

Dr M. H. CHAUN,

THE Latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
37, DES VOGES ROAD CENTRAL,
From the University of Pennsylvania,
U.S.A.
1383S I E N T I N G,
Surgeon Dentist,
No. 14, D'ARCADE STREET.TERMS VERY MODERATE
Consultation Free.

THE

HONGKONG

DOCKS.

A Record of the Founding
and Development of the
Hongkong and Whampoa
Docks Co. Limited.
Reprinted from the 'CHINA MAIL.'

Price.....Fifty Cents.

To be had at the 'China Mail' Office,
5 Wyndham Street.

Shipping.

IMPERIAL
GERMAN
MAIL
LINES.

NORDDEUTSCHER LLOYD—BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID.

NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Leave	Sailing Dates
SITHONIA (For Cargo only)	WEDNESDAY, 8th June.	
ROON	WEDNESDAY, 20th June.	
PREUSSEN	WEDNESDAY, 24th July.	
ZIETEN	WEDNESDAY, 18th July.	
GENESEN	WEDNESDAY, 1st August.	
BAYERN	WEDNESDAY, 15th August.	
PRINZ REGENT LUITPOLD	WEDNESDAY, 29th August.	
PRINZ EITEL FRIEDRICH	WEDNESDAY, 12th Sept.	
RAICHEN	WEDNESDAY, 26th Sept.	
PRINZ HEINRICH	WEDNESDAY, 26th Sept.	

ON WEDNESDAY, the 6th day of June, 1908, at Noon, the Steamship SITHONIA, Captain BREMER, with CARGO ONLY, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 4th June, Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 6th June, and Parcels will be received at the Agency Office until Noon, on Tuesday, the 6th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement.

RATES OF PASSAGE MONEY FROM HONGKONG:			
To	1st Class	2nd Class	3rd Class
Naples, Genoa and Gibraltar	\$21. 0. 0.	\$12. 0. 0.	\$7. 0. 0.
Return	91. 0. 0.	63. 0. 0.	37. 0. 0.
To Southampton, London, Bremen and Hamburg	85. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	68. 0. 0.	38. 0. 0.
To New York, via Suez	64. 0. 0.	44. 0. 0.	24. 0. 0.
Return	116. 0. 0.	79. 0. 0.	47. 0. 0.
To Naples, Genoa or Gibraltar	88. 0. 0.	48. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland, the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR Via INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—

Steamers	Leave	Sailing Dates
PRINZ WALDEMAR	TUESDAY, 24th June, 1908.	
PRINZ SIGISMUND	TUESDAY, 24th July.	
WILHELM	TUESDAY, 21st Aug.	

ON TUESDAY, the 24th day of June, at Noon, the Steamship PRINZ WALDEMAR, Captain C. WOLTERMEYER, with Mails, Passengers and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Luggage can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:			
To	1st Class	2nd Class	3rd Class
Manila	\$20. 0. 0.	\$10. 0. 0.	\$5. 0. 0.
Return	38. 0. 0.	19. 0. 0.	9. 0. 0.
To New Guinea	128. 10. 0.	64. 0. 0.	32. 0. 0.
Return	256. 0. 0.	128. 0. 0.	64. 0. 0.
To Brisbane	230. 0. 0.	115. 0. 0.	57. 0. 0.
Return	460. 0. 0.	230. 0. 0.	114. 0. 0.
To Sydney	230. 0. 0.	115. 0. 0.	57. 0. 0.
Return	460. 0. 0.	230. 0. 0.	114. 0. 0.
To Melbourne	230. 0. 0.	115. 0. 0.	57. 0. 0.
Return	460. 0. 0.	230. 0. 0.	114. 0. 0.
To Yokohama	\$30. 0. 0.	\$15. 0. 0.	\$7. 0. 0.
Return	60. 0. 0.	30. 0. 0.	15. 0. 0.
To Yokohama & back	\$140. 0. 0.	\$70. 0. 0.	\$35. 0. 0.

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG 1st Class 2nd Class 3rd Class
To Europe via Australia and Colombo by Imperial Mail Steamer

To Europe via Australia and America

To Australia to New York via Vancouver by the C. P. R. Co's steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutsche Lloyd.

SAILINGS OUTWARDS.
EUROPEAN & AUSTRALIAN SERVICE.
FOR
YOKOHAMA & KOBE, PRINZ WALDEMAR, WEDNESDAY, June 3.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA, ZIETEN, WEDNESDAY, June 6.
Do, GENESEN, WEDNESDAY, June 20.
Reaching Yokohama in less than 6 Days.TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG:
To Vancouver or San Francisco to NEW YORK by the C. P. R. Co's steamers, P. M. S. Co., O. & G. S. S. Co., T. K. R. and from NEW YORK to EUROPE by the Magnificent Express Steamers of the Norddeutsche Lloyd are issued at the following rates:—

To	1st Class	2nd Class	3rd Class
London via Plymouth or Southampton	262. 0. 0.	131. 0. 0.	65. 0. 0.
to Bremen	63. 10. 0.	31. 10. 0.	15. 10. 0.
to Paris via Orléans	65. 0. 0.	32. 0. 0.	16. 0. 0.
to Naples, Genoa, via Gibraltar	65. 0. 0.	32. 0. 0.	16. 0. 0.

For further Particulars, apply to
Norddeutscher Lloyd.
MELOHRS & CO., Agents.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	Steamers	To Sail
SHANGHAI, via SWATOW, HANGSANG	THURSDAY, May 31, at 4 p.m.	
MANILA	FRIDAY, June 1, at 4 p.m.	
TIENSIN	MONDAY, June 4, at 4 p.m.	

These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang, and Yantai.

Taking Cargo on Through Bills of Lading to Lahad Datu, Singapore, Taiwan, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

MEASURING THE STARS.

How do astronomers obtain an idea of the actual magnitude of the stars? What degree of accuracy is possible in such estimates as have been made? These questions Prof. W. W. Payne undertakes to answer in 'Popular Astronomy' (March).

In the first place, Professor Payne tells us that no star is near enough to the earth to show a real or measurable disk in the largest telescope of the world, although observers do see through their telescopes what is called the "spurious disk" of any bright star. This apparent disk is caused by the nature of light, which, consisting as it does of a series of wave-like disturbances, convert the star's image from a luminous point into a circular spot of light, often with an already and blurred appearance. Curiously enough, the spurious disk of a star diminishes as the telescope is increased in size and aperture. The writer goes on to say: "It is apparent from what has been said that any direct measures of the apparent disk of a star will give no aid in telling either its size or its distance. Astronomers first try to find out how far a star is from the earth and after that a study of the size is undertaken. The principle employed to get a star's distance is essentially that used by a surveyor to find the distance between two inaccessible objects. He lays down a base line, very carefully measures it, then measures angles needed to know triangles formed by the base line and the two inaccessible points; then by the principles of trigonometry the distance between the two points desired can be easily and accurately computed. If these principles have been applied most effectively. When we wish to measure the distance of the sun from the earth, the earth's diameter, about 8,000 miles, is made the base line; but when we measure the distance of a star the diameter of the earth's orbit around the sun is chosen for the base line. 88,000,000 miles. If the astronomer should measure the distance of a star from other stars by the first day of January and then on July 1, of the same year he might find some very small changes due to the fact that the earth has changed its place in the heavens 186,000,000 of miles during the six months that have intervened. If there is such an apparent displacement of any star sufficiently large to measure, such displacement is called the parallax of the star, which is measured in seconds of arc. It is then very easy to find the distance of the star.

All such distances in miles are so very large that they can not be comprehended at all. The mind can not form any idea from such a long continuous array of figures. On this account astronomers have adopted a unit of distance called the light-year, which means the distance that light will travel in the year. If any star should have a parallax as great as one second of arc (1"), its distance would be 3.26 light-years. The meaning of that is, if light should start from such a star it would not reach the earth until 3.26 years had elapsed after leaving it. But the fact is that there is no known star that has a parallax as great as one second of arc. The nearest known star is a Centauri and its distance is probably not less than 4.3 light-years.

About one hundred stars have been observed for parallax, and it is just to say that about this number have known parallax that would stand, on the average, as a good first approximation.

The size of a distant object in linear measure depends manifestly on its distance. This is why the reader's attention has been called to the difficulty problem of measuring the distances of the stars.

Now, if all distances are not known correctly, much more will we be unable to know exactly their real distances, even if we could see, by the aid of the telescope, their real disks instead of the spurious ones. But, since we can not even see any appreciable real disk to measure, some accurate method of determining their distance in the depths of space.

The only way now open to the astronomer is through the masses of binary stars which we know both the size of the orbit of a binary star and the period. The mass is then determined by the law of gravitation. This at once solves the question "What is the size of the star." If its volume in space is meant, very little if anything can be said. If the masses of the stars are in question, then some of the binaries can be determined; for example, the Algol system as a whole is known as well as it can be, and a slight error in parallax will give a vastly greater error in mass, at least three times as great as linear errors are.

In these binaries, the astronomer can not know anything about the masses and densities of the separate components in the systems; he can only get an approximation of the average mass of the system.

Measurements of this kind have been completed on twelve binary star systems, and the results, Professor Payne tells us, are "extremely interesting within the limits of reasonable probability."—Literary Digest.

NOTICES TO CONSIGNEES.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD—BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ WALDEMAR, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained as soon as the Goods are landed.

No Claims will be admitted after the 5th June, or they will not be recognized.

No Fire Insurance has been effected, and Goods remaining undelivered after TUESDAY, the 6th June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 5th June, or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 6th June, at 8 p.m. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.
Hongkong, May 28, 1908. 1090

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER PALMA.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUER AND STRAITS.

CONSIGNEES of Cargo by the above Steamship are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings Cargo—From London, &c. From Italy, &c. s.s. Optional Goods will be landed here unless instructions are given to the contrary before 5th June, at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, May 28, 1908. 1091

NOTICE TO CONSIGNEES.

GLEN LINE OF STEAMERS.

FROM LONDON, MIDDLESBRO, ANTWERP AND STRAITS.

THE Company's Steamship GLEN, having arrived from the above ports, Consignees of Cargo by the above steamer are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 5th June, at 4 p.m. will be subject to rent.

No Fire Insurance will be effected.

Damaged Packages must be left in the Godowns and a certificate of the Damage, signed by the Godown Co. within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR, BROS. & CO., Agents.
Hongkong, May 28, 1908. 1092

NOTICES TO CONSIGNEES.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship Trieste, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained as soon as the Goods are landed.

No Claims will be admitted after the 5th June, or they will not be recognized.

No Fire Insurance has been effected, and Goods remaining undelivered after the 5th June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 5th June, or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 6th June, at 8 p.m. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.
Hongkong, May 28, 1908. 1093

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' and Gentlemen's Bathing Rooms, Private Bar and Billiard Rooms, Hot and Cold Water throughout, Electrically Lighted, Electric Passenger Elevator to each Floor, Daily House at Separate Tables, Telephone Address: VICTORIA, Hongkong.

For terms, &c., apply to MANAGER.

THE BEST BILLIARD TABLES IN THE COLONY ARE AT THE KOWLOON HOTEL, CABLE ADDRESS: 'CHIEF' KOWLOON.

A High-class Tourist's Hotel under Asian Management. First-class Cuisine, Beautifully Furnished, Moderate Charges.

J. W. OSBORNE, Proprietor and Manager.

VICTORIA HOTEL.

SHAMKIN, CANTON. ON THE BATHING CONGRESS.

MACAO HOTEL, MACAO, CHINA.

In the Centre of Praia Grand.

BOTH Hotels under Experienced European Management. Every Comfort and Convenience for Residents and Tourists.

Wm. FARMER, Proprietor.

ZETLAND HOUSE.

SUPERIOR ACCOMMODATION. (Opposite Connaught Place). No. 10, QUEEN'S ROAD CENTRAL. MODERATE CHARGES.

Miss WATLING, Proprietress.

ADVERTISE

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ADVERTISE

The Life of Trade.

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for Advertising is

China Mail.

Read by all Classes in the Colony and undoubtedly the

POPULAR & LEADING PAPER.

Established over Half a Century.

THE COMMERCIAL LAW ASSOCIATION OF CHINA.

With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

SPORTING.

Lawn Tennis.

CHAMPIONSHIP AT HOME.

When the last mail left Home the Lawn Tennis Covered Courts Championships were being played at Queen's Club, London. In the first round of the Gentlemen's Doubles championships the brothers Doherty were drawn against A. F. Wilding (N.Z.) and M. J. G. Ritchie. The game was played on April 26 and was won by the brothers Doherty by three sets to one—twenty games to sixteen. Referring to the match a home paper says:—"R. F." was not quite so steady as "H.L." but much of his play was of such a high order as to indicate a very successful season for him, this being an important consideration in view of the forthcoming international matches for the Davis Cup. In the second round the Dohertys were again drawn against the brothers Wilding. This time the match was played on May 10 and was won by the Dohertys by three sets to one—twenty games to sixteen. Referring to the match a home paper says:—"R. F." was not quite so steady as "H.L." but much of his play was of such a high order as to indicate a very successful season for him, this being an important consideration in view of the forthcoming international matches for the Davis Cup. In the second round the Dohertys were again drawn against the brothers Wilding. This time the match was played on May 10 and was won by the Dohertys by three sets to one—twenty games to sixteen. Referring to the match a home paper says:—"R. F." was not quite so steady as "H.L." but much of his play was of such a high order as to indicate a very successful season for him, this being an important consideration in view of the forthcoming international matches for the Davis Cup.

Wilding is a player soon to better advantage in singles than in doubles, but while falling somewhat short of his best in this match, he accomplished much that was admirable. For instance, he won the majority of his service games, whereas Ritchie, despite commendable steadiness in the court, was not so successful in this respect. Wilding has cultivated an overarm test service associated with much dash, and sometimes it came off. Probably this day will come when he will utilize it with more consistent success, and then it will be a most valuable asset to him. A powerful cross-court drive from the base line served him well yesterday, and here he has a very fine stroke indeed. On the following day, Wilding was again opposed to H. L. Doherty, this time in the final of the Mixed Doubles Championship. Wilding was partnered by Miss Doherty, while Doherty played with Miss Louther. In this match Doherty had the rare experience of fighting on the losing side in a love match, and in thus going down he quite failed to show his customary accuracy. He would return just outside the court instead of just inside, or just into the net instead of just over, and he also lost an unusual number of his service games. It was a case of a great player being struck by an unlucky patch, and although Miss Louther tried her best, she, too, was erratic, and so the match went to Wilding and Miss Douglas by 2 sets to love, with scores of 6-4 and 7-5. Wilding was in capital form, and frequently covered his partner with rare judgment, and whereas he did the bulk of the damage with effective volleying, Miss Douglas's strong point was the placing of long shots from the base line. She may not have hit with her old power, but her picking up was at times excellent, and some of her back-hand strokes were very good. There was a chance of a match being extended, when Doherty and Miss Louther lost by 6-4 in the second set, but Wilding won his service, and made it 5-1, with a forehand winner. In a vintage game, the ultimate winners went to 6-5, and Miss Douglas then wound up the match by winning 6-4. The final result of the match was a forehand winner, and service at this stage being exceedingly good.

The Olympic Games.

The Olympic Games were opened by the Crown Prince of Greece on April 22 in the presence of a multitude of people, including royalty. The final detailed results of the competitions are not yet available but the following are some of the results:

100 metres (100 yards) Archibald Hahn (America) 1; Moulton (America) 2; J. Barker (Australia) 3. 200 metres (200 yards) 1. Verri (Italy) 1; H. Crowther (England) 2; M. Mohr (France) 3. 400 metres (400 yards) 1. Verri (Italy) 1; H. Crowther (England) 2; M. Mohr (France) 3.

800 metres (800 yards) 1. Verri (Italy) 1; H. Crowther (England) 2; M. Mohr (France) 3. 1,600 metres (1,600 yards) 1. Verri (Italy) 1; H. Crowther (England) 2; M. Mohr (France) 3.

3,200 metres (3,200 yards) 1. Verri (Italy) 1; H. Crowther (England) 2; M. Mohr (France) 3. 6,400 metres (6,400 yards) 1. Verri (Italy) 1; H. Crowther (England) 2; M. Mohr (France) 3.

12,800 metres (12,800 yards) 1. Verri (Italy) 1; H. Crowther (England) 2; M. Mohr (France) 3. 25,600 metres (25,600 yards) 1. Verri (Italy) 1; H. Crowther (England) 2; M. Mohr (France) 3.

50,000 metres (50,000 yards) 1. Verri (Italy) 1; H. Crowther (England) 2; M. Mohr (France) 3. 100,000 metres (100,000 yards) 1. Verri (Italy) 1; H. Crowther (England) 2; M. Mohr (France) 3.

200,000 metres (200,000 yards) 1. Verri (Italy) 1; H. Crowther (England) 2; M. Mohr (France) 3. 400,000 metres (400,000 yards) 1. Verri (Italy) 1; H. Crowther (England) 2; M. Mohr (France) 3.

800,000 metres (800,000 yards) 1. Verri (Italy) 1; H. Crowther (England) 2; M. Mohr (France) 3. 1,600,000 metres (1,600,000 yards) 1. Verri (Italy) 1; H. Crowther (England) 2; M. Mohr (France) 3.

3,200,000 metres (3,200,000 yards) 1. Verri (Italy) 1; H. Crowther (England) 2; M. Mohr (France) 3. 6,400,000 metres (6,400,000 yards) 1. Verri (Italy) 1; H. Crowther (England) 2; M. Mohr (France) 3.

12,800,000 metres (12,800,000 yards) 1. Verri (Italy) 1; H. Crowther (England) 2; M. Mohr (France) 3. 25,600,000 metres (25,600,000 yards) 1. Verri (Italy) 1; H. Crowther (England) 2; M. Mohr (France) 3.

50,000,000 metres (50,000,000 yards) 1. Verri (Italy) 1; H. Crowther (England) 2; M. Mohr (France) 3. 100,000,000 metres (100,000,000 yards) 1. Verri (Italy) 1; H. Crowther (England) 2; M. Mohr (France) 3.

200,000,000 metres (200,000,000 yards) 1. Verri (Italy) 1; H. Crowther (England) 2; M. Mohr (France) 3. 400,000,000 metres (400,000,000 yards) 1. Verri (Italy) 1; H. Crowther (England) 2; M. Mohr (France) 3.

To-day's Advertisements

BANK HOLIDAY.

THE EXCHANGE BANKS will be CLOSED for the transaction of Public Business on MONDAY, the 4th June, WITH MONDAY.

Hongkong, May 30, 1906. 1107

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

DURING the absence from the Colony of the Undersecretary, Mr. E. W. MATTHEWS has been appointed ACTING SECRETARY of the above Company. By Order of the Board of Directors, JAM. S. WHITTALL, Secretary.

Hongkong, May 30, 1906. 1108

HONGKONG AND SHANGHAI BANKING CORPORATION.

DURING the Temporary Absence of Mr. J. R. M. SMITH from Hongkong, Mr. H. E. R. HUNTER has been appointed ACTING CHIEF MANAGER.

A. HAUPF, Chairman, Board of Directors. Hongkong, May 29, 1906. 1111

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship HAIMUN.

Captain A. J. ROSSON, will be despatched for the above Port on FRIDAY, the 1st June, at Noon.

For Freight or Passage, apply to DOUGLAS, LAURIE & Co., General Managers.

Hongkong, May 30, 1906. 1105

MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON.

HAYRE, BODREAU, MEDITERRANEE AND BLACK SEA PORTS.

THE Steamship SALAZIE.

Captain A. L. SALAZIE, will be despatched for MARSILLES on TUESDAY, the 11th June, 1906, at 1 p.m.

Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. OCEANIC June 28, 1906. S.S. TOURNAI July 10, 1906. S.S. TONIN July 24, 1906. S.S. ARMAND BEHIC Aug. 7, 1906. S.S. ERNEST SIMON Aug. 21, 1906.

G. DE CHAMPEAUX, Agent. Hongkong, May 30, 1906. 1109

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship APPALACHIE.

will be despatched for the above ports on or about the 10th of June.

For freight and further particulars, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, May 30, 1906. 1112

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP ARAGONIA.

FROM PORTLAND (OR.) YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impounding discharge and undelivered by noon, FRIDAY, the 1st June, will be landed and stored at Consignees' risk and expense.

Broken, chafed, or damaged goods will be examined at this Company's Godown on SATURDAY, the 2nd June, at 10 a.m.

No Fire Insurance will be effected. S. SILVERSTONE, Acting General Agent.

Hongkong, May 30, 1906. 1110

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER ARADIA.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND SHANGHAI BANKING CORPORATION'S Godown at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings Cargo—From LONDON & MARSILLES, &c. or S.S. Macedonia and Mongolia.

From CALCUTTA, &c. S.S. Somat. From CANTON, &c. S.S. B.I.S.N. and B. & P.N. Co.'s steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th June, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent. Hongkong, May 30, 1906. 1113

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND SHANGHAI BANKING CORPORATION'S Godown at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings Cargo—From LONDON & MARSILLES, &c. or S.S. Macedonia and Mongolia.

From CALCUTTA, &c. S.S. Somat. From CANTON, &c. S.S. B.I.S.N. and B. & P.N. Co.'s steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th June, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent. Hongkong, May 30, 1906. 1113

To-day's Advertisements

NOTICE TO MARINERS.

No. 263 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

NORTH CHANNEL ENTRANCE TO THE YANGTZE.

INTENDED ALTERATION IN LIGHTS.

NOTICE IS HEREBY GIVEN that on or about the 1st JULY next a GAS LIGHT SHIP will be MOORED OFF the Drinker Point Light.

The Lightship, which will be known as the Drinker Point Gas-light ship, will be a steel vessel 80 feet in length and 23 feet beam, painted Red and bearing the words "Drinker Point" on her sides in White Letters, and will be moored about 8 miles N. 82° W. of the Drinker Point Gas-buoy.

The Light, which will be exhibited from a lantern carried by an iron column, will be Dioptric. Operating of the 4th Order, showing a Fixed White Light varied by an eclipse every 10 seconds, thus: Light—second, Eclipse 5 seconds.

The centre of the light will be 35 feet above the water and the light should be visible in clear weather at a distance of 11 nautical miles.

During foggy or thick weather a fog Bell will be struck once every 15 seconds. If the Lightship be driven from her station the usual light will not be shown, but a fixed Red Light will be exhibited at each end of the vessel at night, and a Red Flag hoisted by day.

On the night, when the light on the Drinker Point Gas-light ship is first exhibited, the Drinker Point Light and the Drinker Point Gas-buoy will be discontinued.

T. J. ELDRIDGE, Acting Coast Inspector. Coast Inspector's Office, Shanghai, May 30, 1906. 1104

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, for ACCOUNT OF THE CONCRETE, on

SATURDAY,

the 2nd June, 1906, at Noon, at the Hongkong and Kowloon Wharf and Godown Co.'s premises, Kowloon, the following—

Ex s.s. OANPA, ROUGH LUMBER.

Ex s.s. TELEMACOS, ROUGH LUMBER.

TERMS—As usual. HUGHES & HUGHES, Auctioneers.

Hongkong, May 30, 1906. 1108

THE HONGKONG FROZEN FOOD SUPPLY.

CORNE BEEF, Rump... 30 cents per lb. do. Brisket... 20 " do. Flank... 15 "

CORNE PIGS' HEADS... 50 cents each.

PURE AUSTRALIAN GARDEN HONEY.

in 1 lb. Glass Jars... 80 cents per jar. Hongkong, May 30, 1906. 1103

POST OFFICE NOTICES.

Mails will close.

For SWATOW, Per Helene, at 8 a.m., on Thursday, the 1st May.

For SHANGHAI, Per Arcadia, at 9 a.m., on Thursday, the 1st May.

For SHANGHAI, YOKOHAMA & ROBE, Per Rhenania, at 9 a.m., on Thursday, the 1st May.

Per Rhenania, at 5 p.m., on Thursday, the 1st May.

For SINGAPORE, PENANG & RAN-GOON, Per Trieste, at 1 p.m., on Thursday, the 1st May.

For MACAO, Per Hongkong, at 1.15 p.m., on Thursday, the 1st May.

For SWATOW & SHANGHAI, Per Hongkong, at 3 p.m., on Thursday, the 1st May.

For HOLLAND & PAKHOI, Per Arcadia, at 5 p.m., on Thursday, the 1st May.

For BANGKOK, Per Arcadia, at 8 a.m., on Friday, the 2nd May.

For SHANGHAI, MOJI, KOBE & YOKOHAMA, Per Trieste, at 9 a.m., on Friday, the 1st June.

For HAIKONG, Per Trieste, at 9 a.m., on Friday, the 1st June.

For SWATOW, Per Trieste, at 11 a.m., on Friday, the 1st June.

For BANGKOK, Per Trieste, at 11 a.m., on Friday, the 1st June.

For YOKOHAMA & ROBE, Per Trieste, at 11 a.m., on Friday, the 1st June.

For MANILA, Per Trieste, at 3 p.m., on Friday, the 1st June.

For MANILA, Per Trieste, at 10 a.m., on Saturday, the 2nd June.

SHIPPING REPORTS.

The British steamer Woolwich reports: Moderate weather throughout to the 23rd May, when experienced strong N.E. gale; heavy rain squalls.

The British steamer Eastern reports: From Yokohama, via Kobe and Moji May 25th, experienced moderate S. and S.E. winds, with rain, falling barometer and threatening weather from the Goto Islands, when the steamer started to rise, the weather became fine, and after passing Turnabout Island, when a strong N.W. wind was met, accompanied by thick rain and a rough following sea until after passing the Looe Islands; thence to arrival light variable winds, with drizzling rain.

E. A. HEWITT, Superintendent. Hongkong, May 30, 1906. 1113

SHIPPING.

ARRIVALS.

May 29. Woolwich, British steamer, 1,845, A. Stoker, Salina Cruz April 24. — CHINA COMMERCIAL STEAMSHIP CO. LD.

Amelia, German str., 5,239, Wünnenberg, Hamburg and Singapore May 23, General. — HAMBURG-AMERICA LINE.

Argonia, German steamer, 5,198, John Ernst, Portland (Or.) and Moji May 25, General and Flour. — PORTLAND & ASIATIC STEAMSHIP CO.

Tungshing, British str., 1,172, J. Stalker, Chinkiang May 25, General. — JARDINE, MATHESON & CO.

Lisa, Swedish str., 1,677, H. Horn Dahl, Chinkiang May 27, Rice. — SANDBERG, WILHELM & CO.

Victoria, Swedish steamer, 889, J. A. Hillborg, Wakamatsu May 23, Coal. — AKAAGI, THOMSEN & CO.

Kadabra, British str., 2,000, Walker, Moji May 23, Coal. — BRADLEY & CO.

May 30. Eastern, British steamer, 3,488, G. H. Powell, Yokohama May 19, Kobe 24, and Moji 25, General. — GRACE LIVINGSTON & CO.

Aradia, British steamer, 3,613, W. W. Conker, R.N.R., Bombay May 16, and Singapore 25, Mail and General. — C. M. & C. N. CO.

Kosch, British str., 1,064, W. Drymer, Newchwang May 21, via Chafso 23, General. — BUTTERFIELD & SWIRE.

Sylvania, British steamer, 2,691, Wm. Chubb, Shanghai May 23, General. — DOWELL & CO. LD.

Georg-wei, German steamer, 1,115, J. Köhler, Bangkok May 23, Rice. — BUTTERFIELD & SWIRE.

Meifoo, Chinese str., 1,339, A. Crawford, Shanghai May 27, General. — C. M. & C. N. CO.

Tuga, Norwegian str., 578, Spinnauge, Hankow May 28. — CHINESE.

Iyo Maru, Japanese str., 3,818, Wm. Thompson, London and Singapore May 25, General. — NIPPON YUSEN KAISHA.

Arcturion, British str., 2,931, E. Fay, Calcutta May 25, and Singapore 25, General. — DAVID SARGENT & CO. LD.

Amara, British str., from Canton.

Empress of China, for Shanghai and Vancouver.

Amiral Jaureguiberry, for Shanghai.

Amiral, for Hongkong.

Amiral, for Singapore and Hamburg.

Amiral, for Singapore and London.

Amiral, for Canton.

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